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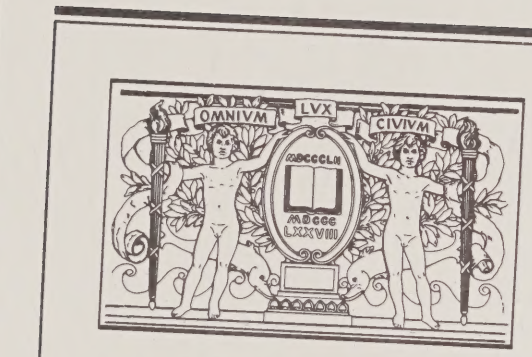

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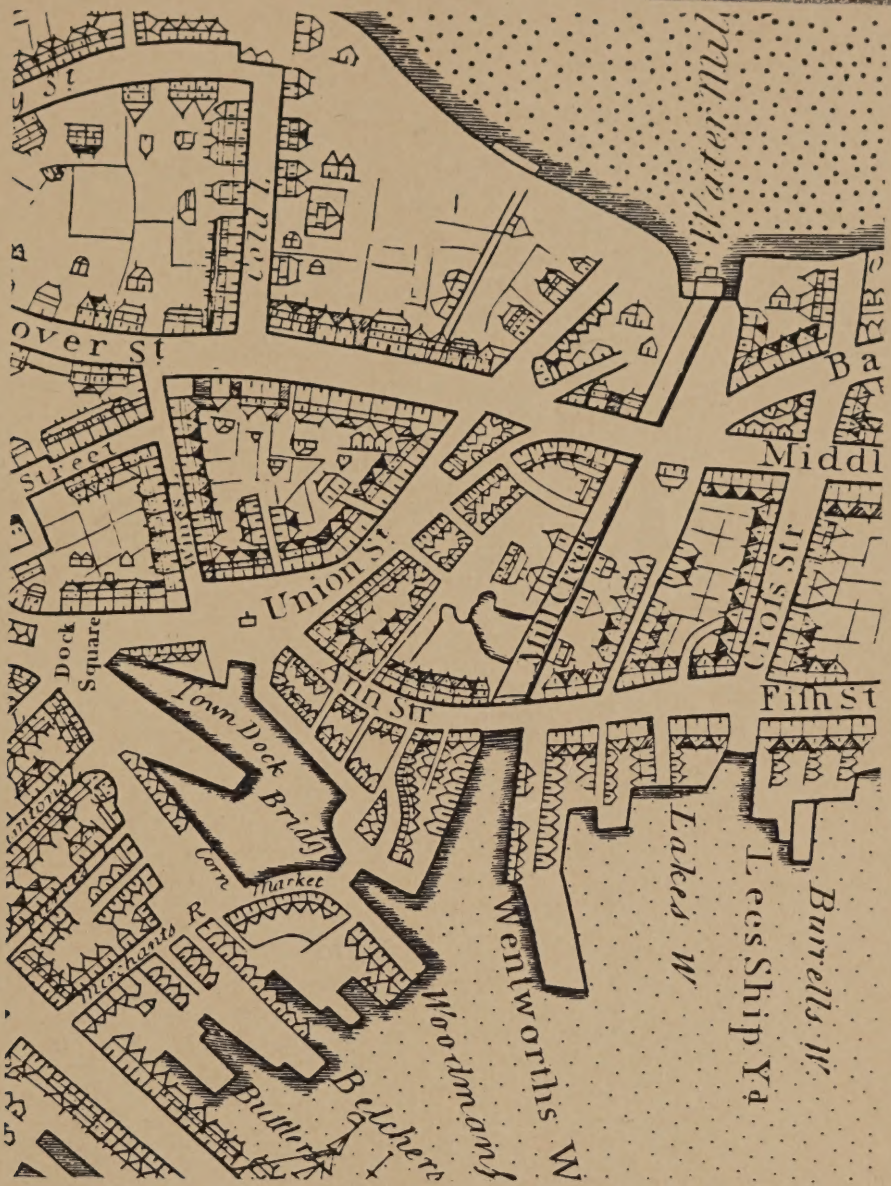

CREEK SQUARE

APPENDICES A, B, C, and D

FIRST STAGE GUIDELINES & CONDITIONS

Boston Redevelopment Authority

March 1986

Stephen Coyle, Director

CREEK SQUARE GUIDELINES

APPENDICES

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APPENDIX A

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BLACKSTONE BLOCK
DESIGN REVIEW STANDARDS AND CRITERIA

I. INTRODUCTION

II. GENERAL CRITERIA

II. GUIDELINES FOR REHABILITATION OF EXISTING BUILDINGS

VI. GUIDELINES FOR ADDITIONS TO EXISTING BUILDINGS
1. Height and Massing
2. Fenestration
3. Materials
4. Use

V. GUIDELINES FOR EXISTING NON-BUILDABLE OPEN AREAS
1. Sites to be Preserved as Open Space
2. Streets & Public Ways
3. Archaeology

VI. SIGNS AND LIGHTS

ppendix A - Blackstone Block Street Network Study Report

ppendix B - Map

ppendix C.- Photograph

S/1/Block1

The Blackstone Block is unique among Boston's historic districts. Its development dates back to Boston's original settlement on the Shawmut Peninsula in 1630, and, unlike neighborhoods such as the Back Bay, South End, Bay Village or Beacon Hill, its growth has depended on commercial as well as residential activity since its earliest days. The streetscapes and buildings of the Blackstone Block, rather than stylistically expressing a narrow period of development, are an important visual representation of Boston's heritage and evolution over the past 350 years.

The Blackstone Block's important resources include:

--The largest intact network of original, 17th-century streets remaining in Boston;

--The Union Oyster House, c.1730-35, and the Ebenezer Hancock House, c.1767, two colonial buildings of national significance for their Revolutionary and other historic associations as well as for their age and design;

--An interior streetscape environment in which one can leave the surrounding "modern" city and become immersed in the physical atmosphere of "Old Boston"; and

--A rich and diverse yet cohesive blend of buildings which span 250 years of Boston architecture.

Located within the Downtown Waterfront - Faneuil Hall Urban Renewal Plan (Project Mass. R - 77), the Blackstone Block became the subject of a cooperation agreement between the BRA and the BLC, dated December 1982. The agreement states, in part that the Landmarks Commission will serve as the "special review panel" called for in the Renewal Plan. The following standards and criteria are intended to assist the Commission and the BRA in their review of maintenance rehabilitation, alterations, additions, new construction, and demolition with respect to all buildings and open spaces in The Blackstone Block to ensure that the area's integral historic features are preserved and reinforced (see note at end of section I).

NOTE: The Blackstone Block Street Network (including streets, sidwalks, and public alleys) has been designated a Boston Landmark under the provisions of Chapter 772, Acts of 1975, and are subject to the review procedures and standards and criteria included in the "Blackstone Block Street Network Study Report, dated April 26, 1983 (see Appendix A).

I. GENERAL CRITERIA

The physical balance which maintains the unique historic character and appeal of the Blackstone Block is very delicate. Real estate speculation and development pressure will undoubtedly generate demands for larger parcels developed more densely than has been traditional in this area to date. Contemporary architectural design, even when it attempts to respond to historical context,] can be monumental or monolithic enough to eclipse the intimate scale and detailed designs of old buildings in the Blackstone Block.

General criteria by which design proposals for the Blackstone Block will be judged, pertain to the way the proposals:

--Preserve individually significant historic resources,such as the street layout and exceptional examples of Boston buildings;

--Strengthen the physical characteristics of the streetscapes and architecture to enhance the area as a whole when viewed from both inside and outside of its boundaries;

--Recognize the demands of real estate and economic factors that have shaped the area in the past and will continue to influence it in the future; and

--Encourage the re-introduction of pedestrian and commercial activity to the historic interior streets and alleys of the block, by opening or reopening of storefronts, windows and entrances on the side and rear facades of buildings.

As part of its review procedure, the Landmarks Commission shall determine the significance of original historic materials, features, documentation and precedent in regards to these standards and criteria.

III. GUIDELINES FOR REHABILITATION OF EXISTING BUILDINGS

Any proposed changes affecting building exteriors or their sites shall require review and approval. The distinguishing elements or character of a building shall be preserved. Historic changes which are evidence of a building's development may be considered to have become integral elements, and shall be respected. Removal or alteration of any original or integral material or distinctive features shall be avoided. Deteriorated features shall be repaired rather than replaced, if possible. Necessary replacements shall match or, as

losely as possible, approximate the material or feature being replaced in omposition, color, scale, finish, and texture. Repair or replacement of aterials and features shall be based on physical evidence or historic ocumentation, whenever possible. Specific standards for rehabilitation are s follows:

.. Storefronts, Entrances and Windows: Every effort shall be made to retain original or integral door and window elements including doors, sash, glazing, jambs, surrounds, lintels and sills. Replaced elements shall follow historic precedents. Moving openings, closing them, or altering their size or shape shall be avoided. Bricked in or filled openings that were open in the original design shall be restored whenever possible. As mentioned above, new storefronts and building entrances on interior streets shall be encouraged, as long as they respect the building's integral design and the site's historic development. The addition of awnings, canopies and shutters may be allowed, if appropriate to the design of the building. In this case, the design of such elements shall respect the historic elements in materials, size, scale, color and the manner in which they are attached to the building. Materials, design and colors for sash, doors, and jambs should be appropriate to the style of the building.

2. Walls Exterior facade and foundation materials shall be retained. Cleaning shall be done by the most gentle means possible. Sandblasting or mechanical cleaning shall not be allowed. Painting of masonry or other masonry coating materials shall be avoided except as an historic or protective treatment, and shall be tested before application is approved.

Replacement of brick and stone shall match or as closely as possible approximate the original in composition, size, color, and finish. Repointing shall match the original joint size, mortar color, and profile.

No mortar of a mixture stronger than 1 part cement to 2 parts lime to 7-9 parts sand shall be used. Decorative wall elements such as cornices, stringcourses, brackets and parapets shall be retained.

. Roofs, Gutters, and Drainpipes:

Historic roof shapes shall be retained and restored. Slate, where present, shall be retained or replaced. All replacement roofing materials shall duplicate appropriate historic textures and colors to the extent possible. Elements such as chimneys and dormers shall be retained in their original positions, materials, and profiles whenever possible. New elements such as skylights, penthouses, decks and oversized dormers should be avoided. All nonfunctioning or nonusable mechanical equipment (and housings for same), vents, flues and chimneys, shall be demolished and removed. The only new structures above present roofs to be permitted will be housings for mechanical equipment and these must be of a design, detail, size, material and workmanship in harmony with the integral design of the building. Eaves are to be retained in their original profile. New gutters shall match the original in design, composition, placement and color whenever possible. Drainpipes shall follow historic placement, composition, design, color and scale whenever possible.

V. GUIDELINES FOR ADDITIONS TO EXISTING BUILDINGS

Because of the fragility of the Blackstone Block's pre-twentieth-century haracter, the design of all additional construction is considered to be extremely mportant whether as additions to existing buildings or as new construction on open ltes. All additional construction must contribute to the maintenance or estoration of the historic character of the Blackstone Block. It is not the ntent of these standards and criteria to limit new construction to faithful econstruction of earlier buildings. The Landmarks Commission and the Boston edevelopment Authority encourage designs to evoke without copying the architecture f the past.

Height and Massing: The height and bulk of additional construction shall in general be limited to the envelope (size and shape) of the largest building(s) which ever occupied that site. Under certain circumstances the envelope may be further limited, upon a finding that an increase in the building height and/or bulk may have a detrimental effect on nearby properties. New construction shall evoke the form of its predecessor on that site in terms of shape and profile as well as height. New construction at the ground floor should generally extend to current property lines, except where historic documentation sets other precedents. Setbacks at higher stories and roof forms will respond to historic precedents, as appropriate. Additions or new construction also shall be sensitive to and compatible with their site and their visual context from inside and outside the area.

For the consideration of additions in height there are two categories into which Blackstone Block buildings have been placed:

A. Buildings which are intact in their current height envelope. No additional height shall be allowed for these buildings:

145-149 Hanover St.
10 Marshall St.
14-22 Marshall St.
1-13 Union St.
Scott Alley, rear of 15-21 Union St.
15 Union St.
17-21 Union St.
31-35 Union St.
37 Union St.
41-43 Union St.
45-55 Union St.
108-112 Blackstone St.
16-18 North St.
20-22 North St.
24 North St.
26-60 North St.

B. Truncated Buildings And Buildable Open Areas. Additional and/or New Construction shall be allowed to the following limits of the historic height envelope (above sidewalks):

	To Line of Cornice	To Top of Roof	To top of Mechanical Penthouse
72-86 Blackstone Street	35' 0"	45' 6"	51' 6"
88-98 Blackstone Street	66' 6"	66' 6"	72' 6"
100-102 Blackstone Street	45' 6"	56' 0"	6 ' 0"
106 Blackstone Street	45' 6"	56' 0"	6 ' 0"
114-120 Blackstone Street	45' 6"	56' 0"	6 ' 0"
11-12 Marshall St.	66' 6"	66' 6"	72' 6"
Hancock Row, Creek Square	35' 0"	45' 6"	51' 6"
	Union Street	Salt Lane	Scott Alley
25-27 Union St.	4 Stories & roof	4 & 5 Stories	3 & 4 Stories

Cornice Line

While a cornice is generally used as a decorative element marking the eave of a roof, in most instances above it shall be incorporated into the design of the facade to differentiate the top floor from the lower floors in order to make the building appear lower. Above the clearly delineated cornice line, the upper floor may:

1) be a mansard, gable or raised dormer roof; or

2) be set back from the floors below and have a flat roof, or

3) be flush with the floors below and have a flat roof, but treated differently in its materials, fenestration, color, etc.

At 88-98 Blackstone Street and 11-12 Marshall Street, the cornice lines and the tops of the roofs shall be the same.

Mechanical Penthouses

If thoughtfully designed and suitably placed, unoccupied mechanical penthouses can exist unobtrusively in the Blackstone Block. They should be well integrated with or concealed by the shapes of both new and existing roofs and should not be visible from either interior or exterior public ways. Coverings that do not match or complement traditional roofing materials in surface textures and color are not acceptable. Slate tiles or standing seam copper are usually most appropriate.

2. Fenestration: Windows and entries shall be consistent with or evocative of historic design in the block. Consistency will be judged in terms of scale, orientation (normally vertical), proportion, and rhythm. Windows shall evoke the recessed windows within a bearing wall typical of the block. Storefronts also shall follow historic documentation and precedent to the extent possible. An example of such storefronts are the granite pier and lintel systems found on early 19th-century buildings in the Blackstone Block and Quincy Markets.

3. Materials: Materials shall be consistent with those used historically in the block. Brick of appropriate color and size will be the norm. Other materials may be considered, particularly where there is historic precedent, such as documentation of wood, stone or metal storefronts.

4. Use: In both rehabilitation and new construction proposals along Blackstone Street, preference will be given to this projects that provide for basement and ground from market space compatable with the existing pushcarts.

GUIDELINES FOR TREATMENT OF EXISTING NON-BUILDABLE OPEN AREAS

For the consideration of design proposals for existing open areas, the sites of the Blackstone Block have been divided into 3 categories each followed by guidelines for treatment:

1. Sites To be Preserved As Open Space
   A. The property abutting Creek Square, behind 72-86 Blackstone Street and south of 88-98 Blackstone Street.
   B. The property abutting Scott Alley, behind 17-21 Union Street.

Any proposed changes to open space, including paving, lighting, planting or excavation, shall require design review and approval.

The sites listed above are sites with a history as significant open space and shall be retained as open space. Any exceptions must be judged to be necessary to the function of adjacent buildings or as physical improvements in terms of aesthetics, safety, or sanitation. Such exceptions must be designed so as not to disturb or obscure views of surrounding buildings, sites, and/or features, from inside or outside of the area.

2. Streets and Public Ways
   These are the elements of the street pattern designated separately as a Boston Landmark (See NOTE, End of Section I, of this document)

They are subject to the "Blackstone Block Street Network" Standards and Criteria referenced above.

3. Archaeology

Any ground disturbance, in a cellar or otherwise on any building site or open site, shall be preceded and accompanied by effort to identify, protect and preserve archaeological resources. Efforts should also be made to develop displays of materials recovered during excavations similar to those in the Bostonian Hotel.

VI. SIGNS AND LIGHTS

Signs and lighting shall follow historic precedents whenever possible. Signs and fixtures shall be attached through mortar joints rather than through brick or stone, if possible. All exterior signs and lights and interior signs or lights visible from the outside shall be subject to review and approval. Signs shall conform to the Boston Sign Code and/or Section 502(4) and Section 708(2) of the Downtown Waterfront-Faneuil Hall Urban Renewal.

APPENDIX B

Revised & Approved
April 26, 1983

Blackstone Block
Street Network

Boston Landmarks Commission

Revised & Approved
April 26, 1983

Report of the Boston Landmarks Commission

on the potential designation of

THE BLACKSTONE BLOCK HISTORIC STREET AND SIDEWALK NETWORK

CONSISTING OF MARSHALL STREET, CREEK SQUARE

MARSH LANE, SALT LANE, SCOTT ALLEY AND

PUBLIC ALLEY 102

AND THE SIDEWALKS BOUNDED BY

UNION STREET, NORTH STREET, BLACKSTONE

STREET AND HANOVER STREET

as a Landmark under Chapter 772 of the Acts of 1975

Approved by Marcia Myers 3/1/83
Executive Director Date

Accepted by Paul Andrase Harnell 3/1/83
Chairman Date

BLC5020283

CONTENTS

1.0 Location of the Property

2.0 Description

3.0 Significance

4.0 Economic Status

5.0 Planning Context

6.0 Alternative Approaches

7.0 Recommendations

8.0 Standards and Criteria

9.0 Bibliography

BLC5020283

1.0 LOCATION OF THE PROPERTY

1.1 Street Locations (Public Ways):

Creek Square - from 10 Marshall Street, south then east, to 70 Blackstone Street;
Marsh Lane - from 35 Union Street, east, to 9 Creek Square;
Marshall Street - from 43 Union Street, northeast, to 149 Hanover Street;
Public Alley No. 102 - from 9 Marshall Street, easterly in a crescent, to 8 Creek Square;
Salt Lane - from 25 Union Street, east, to 19 Creek Square;
Scott Alley - from 22 North Street, north then northeast, to 21 Creek Square;
Union Street sidewalk east side - from North Street to Hanover Street;
North Street sidewalk north side - from Union Street to Blackstone Street;
Blackstone Street sidewalk west side - from North Street to Hanover Street;
Hanover Street sidewalk south side - from Blackstone Street to Union Street.

Ward: 3

Precinct: 6

1.2 Area in Which the Property is Located:

This historic street network is located in downtown Boston in the Blackstone Block, directly north of the Faneuil Hall Marketplace/Dock Square area. It is bounded by North, Union, Hanover and Blackstone Streets. Marshall Street and Marsh and Salt Lanes lead out to face City Hall on the west, Marshall Street and Creek Square face the Fitzgerald Expressway (Central Artery) on the east.

The Blackstone Block contains two 18th-century buildings, the Union Oyster House and the Ebenezer Hancock House; the Boston Stone; the Haymarket Pushcarts; and the new Bostonian Hotel. The buildings in the block are predominantly brick 19th-century mercantile structures containing offices, shops and restaurants/bars. There are presently some vacant upper stories and a couple of vacant storefronts.

The main pedestrian underpass to the North End is located at Hanover and Blackstone Streets, the Haymarket "T" station provides metropolitan area train and bus service one block away. Route 93, the Fitzgerald Expressway, connects Boston with points north and south and with East Boston and Logan Airport via the Callahan and Sumner Tunnels.

1.3 Maps Showing Location: attached.

BOSTON
COMMON
GARDEN
NORTH STATION
SOUTH STATION
CHARLES RIVER DAM
BOSTON & MAINE RAILROAD
CHARLES ST.
BLOSSOM ST.
CAMBRIDGE ST.
PARKMAN PLACE
MERRIMAC ST.
PORTLAND ST.
CANAL ST.
TRAVERSE ST.
CAUSEWAY ST.
LANCASTER ST.
SUDBURY ST.
HANOVER ST.
NORTH ST.
FITZGERALD EXPRESSWAY
CONGRESS ST.
UNION ST.
COURT ST.
STATE ST.
WATER ST.
MILK ST.
FEDERAL ST.
FRANKLIN ST.
PURCHASE ST.
HIGH ST.
SUMMER ST.
CONGRESS AVE.
NORTHERN AVE.
CHANNEL
BEACH ST.
ESSEX ST.
KNEELAND ST.
LINCOLN ST.
HARRISON AVE.
KINGSTON ST.
CHAUNCY ST.
DEVONSHIRE ST.
OTIS ST.
HAWLEY ST.
SUMMER ST.
TREMONT ST.
WEST ST.
TEMPLE PL.
WINTER ST.
BROMFIELD ST.
PROVINCE ST.
SCHOOL ST.
PARK ST.
WALNUT ST.
SOMERSET ST.
BEACON ST.
HANCOCK ST.
IRVING ST.
GARDEN ST.
PHILLIPS ST.
REVERE ST.
JOY ST.
BOWDOIN ST.
TEMPLE ST.
WEST CHARLES ST.
BROADWAY
CHURCH ST.
WARRENTON ST.
CARVER ST.
ELIOT ST.
STUART ST.
AVENUE
HARVARD
BRIDGE
WASHINGTON ST.
PRINCE ST.
COMMERCIAL ST.
BATTERY ST.
FLEET ST.
INDIA ST.
BROAD ST.
BATTERYMARCH ST.
CENTRAL/DOWNTOWN BOSTON
BLACKSTONE BLOCK

-2-

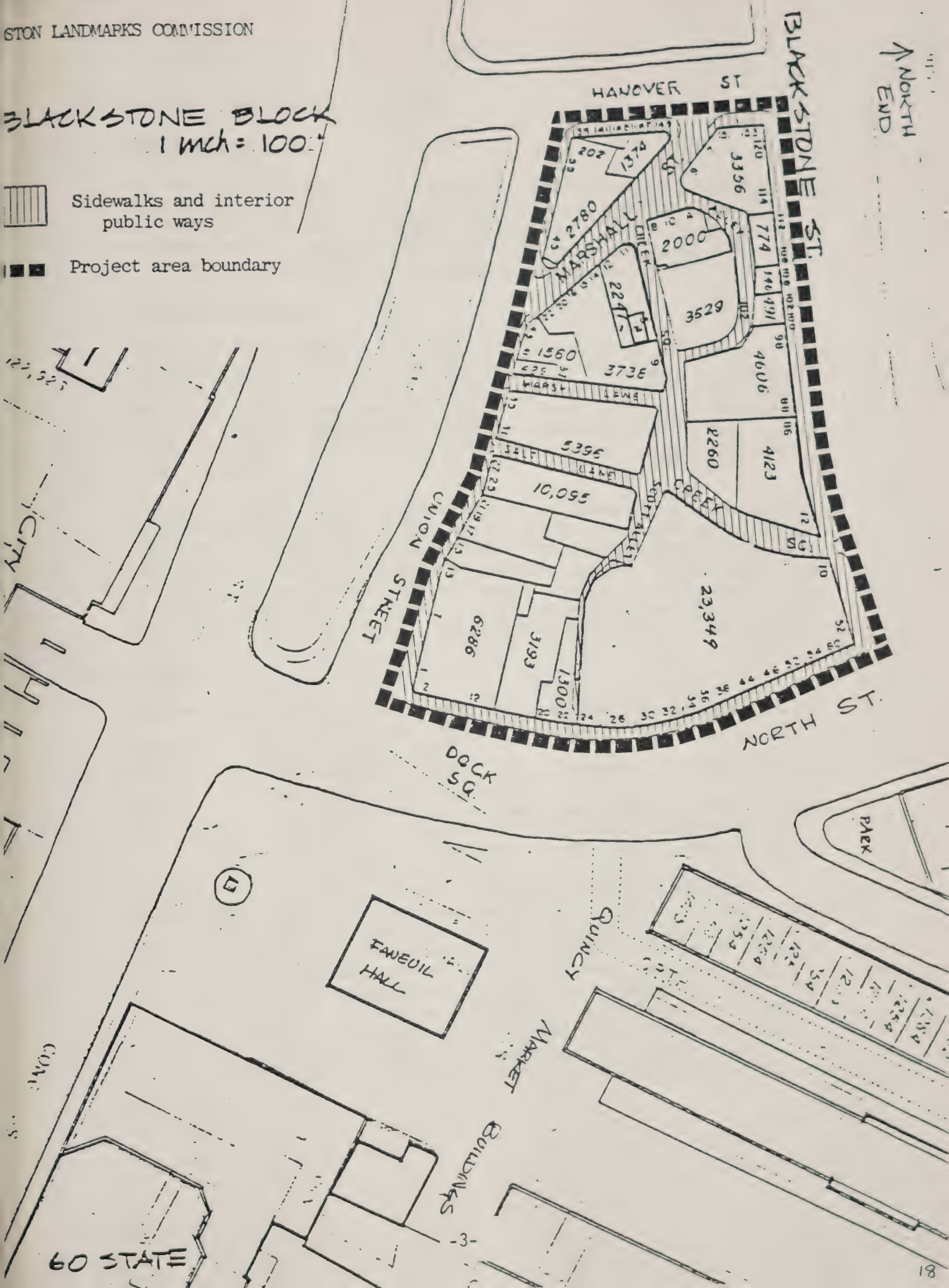
STON LANDMARKS COMMISSION

BLACKSTONE BLOCK

1 inch = 100 ft.

Sidewalks and interior public ways

Project area boundary



2.0 DESCRIPTION OF THE PROPERTY

2.1 Type and Use

The network of streets and sidewalks in the Blackstone Block is an area which comprises a single feature: the largest intact (unwidened and unstraightened) pattern of original 17th-century public ways remaining in Boston today. Presently the narrow, interior public ways function primarily as service alleys and pedestrian passages.

2.2 Physical Description

The Blackstone Block's interior streets form winding, intimate and organic (not geometrically laid out) channels relieving the pattern of close-packed buildings on the site. One of Boston's narrowest public ways, Scott Alley, is a 4' wide passageway at North Street. Only two intersections extend in width to almost 25', including sidewalks. All of the interior streets are self-contained in the block, none longer than about 200' per straight stretch.

The interior ways and outer sidewalks of the street network contain approximately 29,250 square feet, or 25% of the total area of the block's 2.69 acres. Notable historic features of the street network include granite curbing and granite slab sidewalks, plus six Boston Edison early 20th-century streetlights. One- to seven-story brick buildings border the public ways almost exclusively, contributing to their quaint, and human scale. A more detailed description of each public way follows:

Marshall Street

Location:	Union Street, between Nos. 43 and 45, northeasterly to Hanover Street, between Nos. 149 and 151.
Length:	Approximately 200'.
Width:	Approximately 16' near ends, widening to about 24' at the mid-section, building-to-building.
Surface:	Asphalt on old granite blocks on a concrete base (largely disturbed by subsequent utility cuts); sidewalks concrete, granite slabs north side from Union Street to Creek Square intersection.
Curbing:	Granite, none where there are granite sidewalks.
Intersections:	Marshall Street, between Nos. 10 and 11, south side only. Alley No. 102, between Nos. 9 and 10, south side only.
Features:	Red brick Freedom Trail line inlaid from Union Street to Blackstone Street, south side; some granite entrance strips remain in sidewalks. No sidewalk or curb in front of No. 10. Some overhanging signs above first floor level. Bracketed Edison Light fixture with replacement shade and clipped neck, over a fire escape opposite No. 10. See Hanover Street above re. 50/50 light standard.

Creek Square

Location:	Blackstone Street, between Nos. 70 and 72, westerly then northerly to Marshall Street, between Nos. 10 and 11.
Length:	Approximately 350' total, northerly portion about 210', easterly portion about 140'.
Width:	Approximately 14' near Marshall Street, widening from intersection with Public Alley No. 102 to about 24' at the intersection with Salt Lane, and narrowing again to about 16' near Blackstone Street, building-to building.
Surface:	Asphalt on old granite block on a concrete base (largely disturbed) from Marshall Street to Scott Alley; new granite blocks (1982) on asphalt base from Scott Alley to Blackstone Street. Very narrow concrete sidewalks on northerly portion. No sidewalks at parking lot behind Ebenezer Hancock House or northerly side of Bostonian Hotel park. Brick sidewalks (1982) flush with street grade on easterly portion.
Curbing:	Granite where there are concrete sidewalks, granite pavers form curb course on easterly portion.
Intersections:	Public Alley No. 102, opposite No. 9, and just north of the rear of No. 98 Blackstone Street, east side. Marsh Lane, between No. 9 and the rear of No. 33 Union Street, west side. Salt Lane, between the rear of Nos. 31 and 27 Union Street, west side.
Features:	Boston Edison 50/50 standard with acorn top, northerly corner of Creek Square and Salt Lane. Lamp bases (3) installed 1982 on north sidewalk of the easterly portion of Creek Square.

Marsh Lane

Location:	Union Street, between Nos. 35 and 37 easterly to Creek Square, between No. 9 and the rear of 33 Union Street.
Length:	Approximately 120'.
Width:	Approximately 12' building-to-building.
Surface:	Asphalt over old granite blocks, possibly undisturbed. Narrow sidewalks (about 2' wide), granite slabs south side and north side from Union Street to the rear of 14-22 Marshall. Concrete along the rear of 14-22 Marshall.
Curbing:	Granite where there are concrete sidewalks.
Intersections:	None
Features:	Bracketed Edison Light with replacement shade, midsection, south side.

Salt Lane

Location:	Union Street, between Nos. 27 and 31 easterly to Creek Square, between the rear of Nos. 27 and 31 Union Street, at bend of Creek Square and intersection with Scott Alley.
Length:	Approximately 120'.

Width: Approximately 11' building-to-building.
Surface: Asphalt on old granite blocks on gravel base, possibly minimally disturbed. Sidewalks approximately 2' wide; granite slabs on the north, concrete on the south.
Curbing: Granite where there are concrete sidewalks.
Intersections: None.
Features: Boston Edison 50/50 standard, see Creek Square above.

Scott Alley

Location: North Street, passage under east side of No. 22, northerly to the rear of No. 15 Union, then curving northesterly to the intersection with Salt Lane and the bend of Creek Square.
Length: Approximately 200'.
Width: Approximately 4' from North Street to the bend, then widening to about 16' north of the bend.
Surface: Granite blocks (1982) on sand base.
Curbing: None, longitudinal course of pavers forms border on each side.
Intersections: Merges with Bostonian Hotel arcade (private way), north of the bend.
Features: Bracketed clear glass globe fixtures (1982). Southerly portion is a passageway with Nos. 22 and 24 North Street abutting it and three second floor sections of the Bostonian Hotel passing over it.

Public Alley No. 102

Location: Marshall Street, between Nos. 9 and 10, easterly then southerly then westerly in a crescent to Creek Square, east side, opposite No. 9. Forms a rear alley for the buildings from 98 to 114 Blackstone Street.
Length: Approximately 200'.
Width: Approximately 12' at north end narrowing to about 10' at south end, property line-to-property line.
Surface: Asphalt on old granite and "Sicilian block" on concrete base. Concrete sidewalks behind Nos. 108-110 and 112-120 Blackstone Street.
Curbing: Granite, where there are sidewalks.
Intersections: None.
Features: Bracketed Edison Light over the rear entrance to 108-110 Blackstone Street, no shade. Bracketed Edison Light on south wall at south end, with rusted but original enameled shade. Boston Stone set into rear wall of No. 114-120 Blackstone Street facing north end of the alley.

Union Street Sidewalk

Location: North Street northerly to Hanover Street, east side.
Length: Approximately 450'.
Width: Approximately 5' widening in front of No. 13-1 to about 13'.

Surface:	Brick (1970s) from North Street to Salt Lane; granite slab in front of No. 31-33, No. 45-55, and probably beneath asphalt patch at No. 37.
Curbing:	Granite, none where there are granite slabs.
Intersections:	Salt Lane between Nos. 25 and 31, Marsh Lane between Nos. 35 and 37, Marshall Street between Nos. 43 and 45.
Features:	Red brick Freedom Trail line inlaid from North Street to Marshall Street; 1970s light standards (3) with square fixtures from North Street to Salt Lane.

North Street Sidewalk

Location:	Union Street easterly to Blackstone Street, north side.
Length:	Approximately 380'.
Width:	Approximately 17'-20'.
Surface:	Brick (1970s and 1980s).
Curbing:	Granite.
Intersections:	Scott Alley between No. 22 and No. 24, Bostonian Hotel arcade between No. 24 and No. 30.
Features:	Round tree pits, some filled-in with brick paving; granite pavers (1982) at driveway to Bostonian Hotel and entrance to Scott Alley; granite street sign over Scott Alley entrance; Bostonian Hotel flags and awnings overhang sidewalk; 1970s light standards throughout with paired white glass globes.

Blackstone Street Sidewalk

Location:	North Street northerly to Hanover Street, west side.
Length:	Approximately 430' total length.
Width:	Approximately 10' wide, narrowing to about 8' at No. 80.
Surface:	Concrete, granite slabs at No. 72-86 and No. 98.
Curbing:	Granite, none where there are granite slabs.
Intersections:	Creek Square between Nos. 70 and 72.
Features:	Granite entry strips in front of several buildings; corrugated metal canopies overhang sidewalk above first floor; granite pavers at Creek Square intersection (laid 1982); sidewalk holds Haymarket produce vendors (basically Thursdays-Saturdays).

Hanover Street Sidewalk

Location:	Blackstone Street westerly to Union Street, south side.
Length:	Approximately 150'.
Width:	Approximately 9'.
Surface:	Concrete; granite slabs from Union Street to Marshall Street.
Curbing:	Granite, none where there are granite slab sidewalks.
Intersections:	Marshall Street between Nos. 149 and 151.
Features:	Boston Edison 50/50 light standard (wood with iron core) with acorn top, east corner of Marshall Street.

2.3 Photographs: attached.

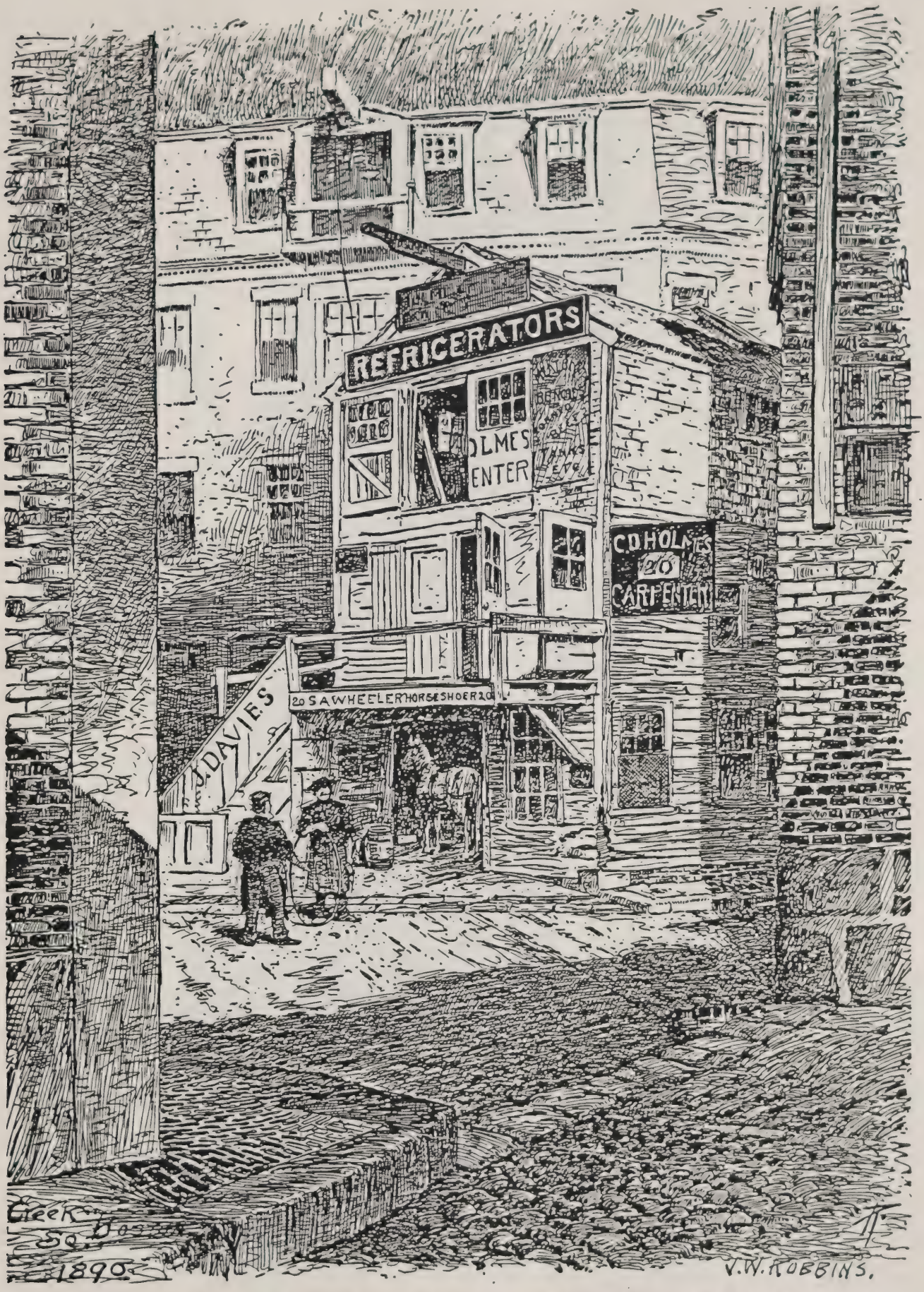
Entrance to Scott Alley passageway at 22 North Street (surround under construction and new granite paving, September 1982). Photo by Boston Landmarks Commission.

Scott Alley in 1890, viewed from North Street passageway, looking toward Creek Square. Buildings in this photo all are extant today. Courtesy of The Society for the Preservation of New England Antiquities.

Blackstone Block c. 1967. Union Street from left to right, Marshall Street intersecting. Photo credit: Boston Redevelopment Authority/ Boston Landmarks Commission.

Union Street in the foreground, Atwood's Oyster House is the predecessor the Union Oyster House. Marshall Street is at the left, Marshall House Restaurant occupied the Ebenezer Hancock House. Photo undated, probably c. 1900; courtesy of the Boston Public Library Print Department.

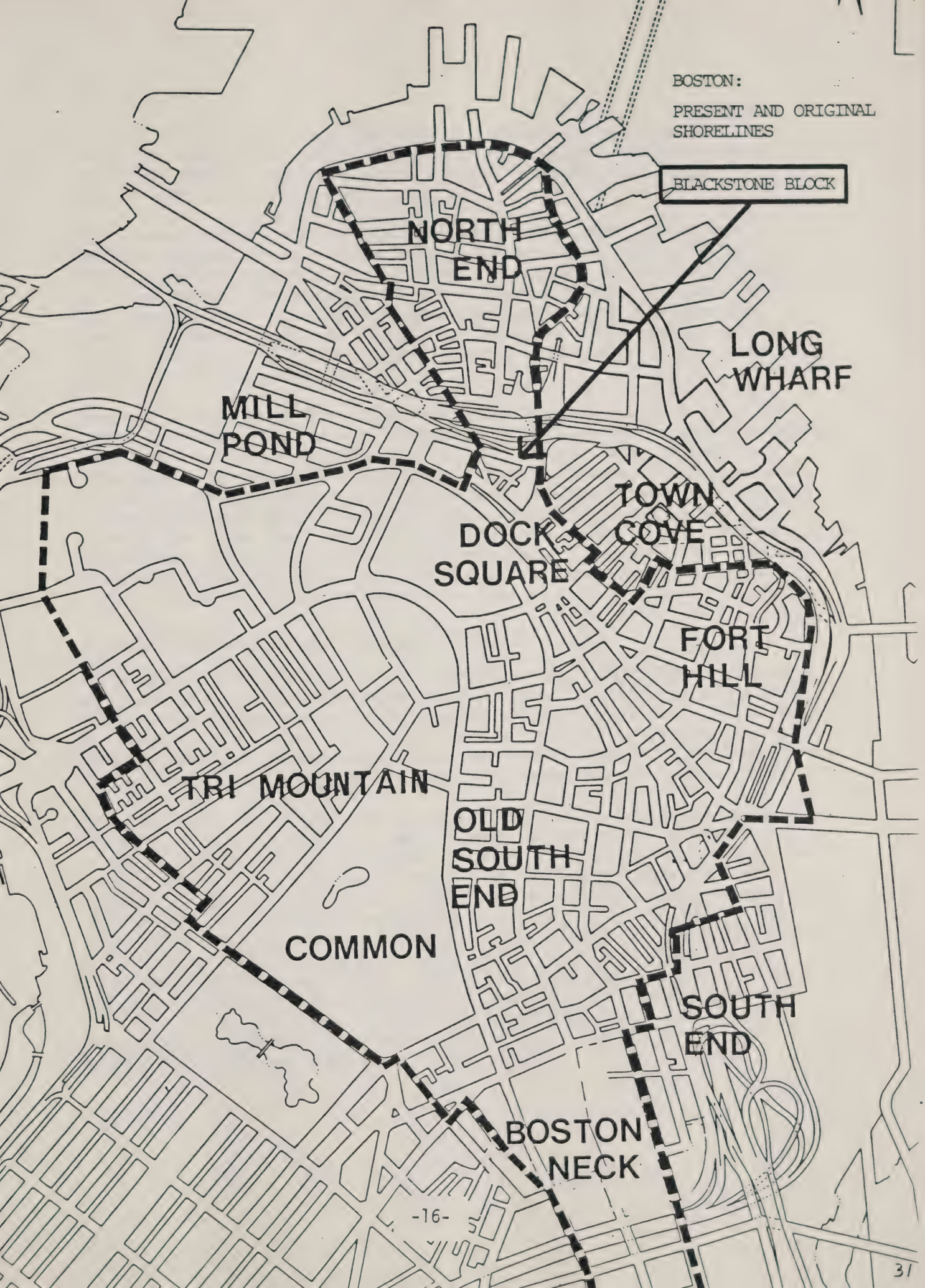
Salt Lane, looking east from Union Street toward Creek Square and Blackstone Street. Photo summer 1982, by the Boston Landmarks Commission.



Creek Square in 1890, viewed from Salt Lane. The small central building was constructed on the site formerly occupied by Scottow's Dock. The mansarded building behind it is 72-86 Blackstone Street. Courtesy of The Society for the Preservation of New England Antiquities.

Blackstone Block c. 1967. Union Street runs from left to right, and North Street is on the right.
Photo credit: Boston Redevelopment Authority/Boston Landmarks Commission

Creek Square looking north toward the Ebenezer Hancock House and Marshall Street. Photo September 1982, by the the Boston Landmarks Commission.


BOSTON:
PRESENT AND ORIGINAL SHORELINES
BLACKSTONE BLOCK
NORTH END
LONG WHARF
MILL POND
TOWN COVE
DOCK SQUARE
FORT HILL
TRI MOUNTAIN
OLD SOUTH END
COMMON
SOUTH END
BOSTON NECK

3.0 SIGNIFICANCE

The Blackstone Block street pattern is a unique Boston resource: an island in time surrounded by the modern city, which allows us to look back 350 years to see the physical pattern of Boston as it began, and as it was built up before the 20th century.

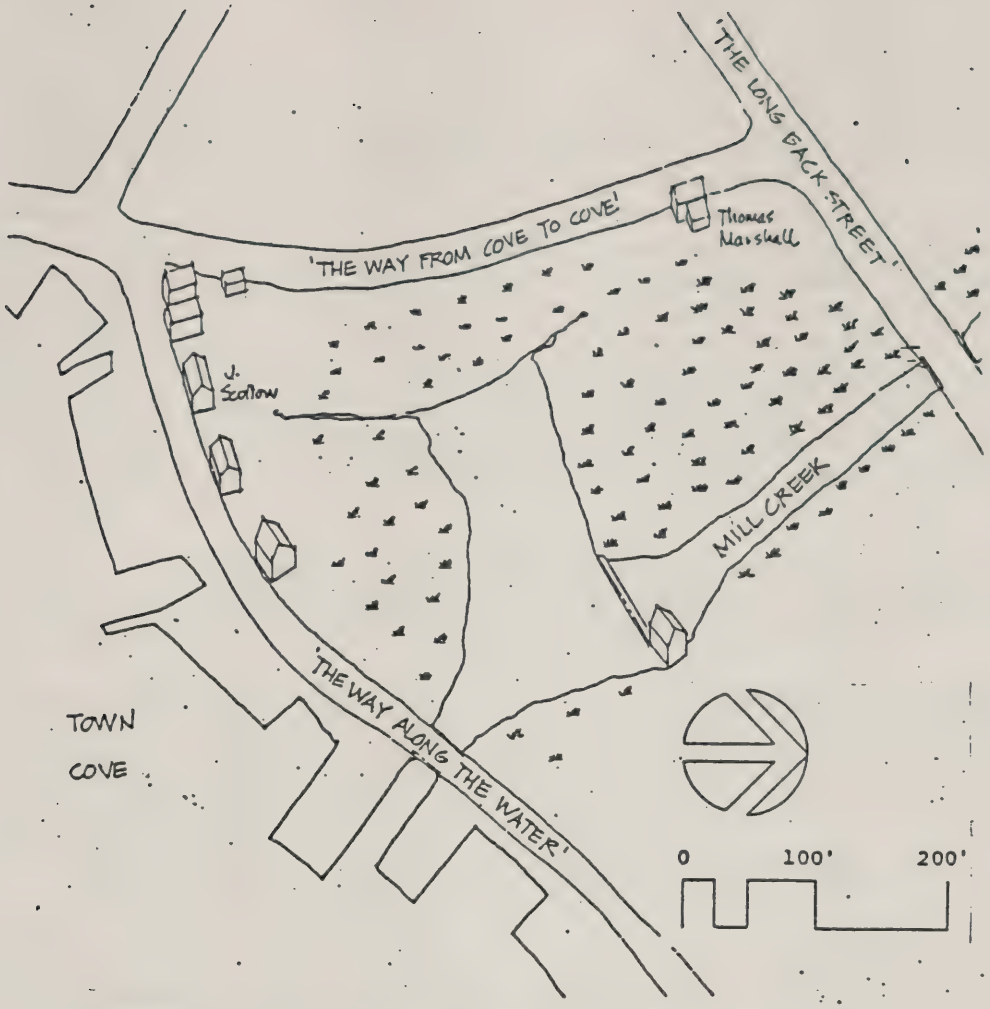
The present streets were virtually established by 1676. Union and Hanover Streets may even date back to Boston's first year of settlement, 1630. Later refinements represent minor changes: the eastern extension of Creek Square over the landfill where Scottow's Dock had been (1803), the replacement of the navigable and subsequently planked-over Mill Creek by Blackstone Street (1833), the joining of the separate ends of Public Alley No. 102 (before 1798), and the widening of Union, Hanover, and North Streets (since 1827).

Marshall Street, Scott Alley, Creek Square, Marsh Lane, Salt Lane, and Public Alley No. 102, the self-contained, interior streets of the Blackstone Block, are extremely significant as Boston's largest extant network of unwidened and unstraightened original, colonial streets. The importance is heightened because the scale of the small old city streets is maintained by the Blackstone Block's low-rise brick buildings, including two which predate the Revolution. Further significance is added by the existence of some late 19th-century granite slab sidewalks. Six early 20th-century Boston Edison streetlights are undoubtedly the most extensive street-lighting system installed on the site to date.

3.1 Boston's 17th-Century Form and Development

It is quite remarkable that central Boston retains a 17th-century remnant as intact as the Blackstone Block's street network, since the city's form today bears almost no resemblance to its original topography. Given the irregular natural shape of the Shawmut peninsula, it is also remarkable that the Massachusetts Bay Colonists, who moved here in 1630, transformed Boston into the colonies' largest town and leading seaport before 1700.

The land mass of Shawmut was practically an island, connected to the mainland by the neck, a very narrow strip of land at its southern end. In itself Shawmut was divided again; the North End was cut off from the original South End by a tidal stream which very soon became the Mill Creek. Three hills and three coves were the peninsula's main features: Beacon Hill (the Trimount) on the west, Copp's Hill in the North End, and Fort Hill on the south. Beginning around 1800, portions of the hills were leveled to fill the coves at their bases: Mill Cove on the west, Great or Town Cove on the east, and South cove near the neck. Hence the Blackstone Block, once bordered on the north by the Mill Cove and on the south by the Town Cove, is now more than half a mile from the waterfront. Similarly, its eastern water border, the Mill Creek, has been filled to become Blackstone Street.



1640 MASSING OF THE BLACKSTONE BLOCK, drawn by Miguel Gomez Ibanez

Blackstone Block streets and lots, 1676. Drawn by Nancy Seasholes from the Clough Collection of maps, Massachusetts Historical Society.

Long before the land was expanded, shipping and trade were Boston's main activities, and town development centered on the harbor. Town Cove was first wharfed out in 1641 and from that time until 1711, when Long Wharf was completed, the Town Dock was Boston's business center. In 1643, grants were given to a group of businessmen to develop grist mills and deepen the Mill Creek to make it a navigable canal connecting the Mill Pond and the Town Cove. The area which is now called the Blackstone Block began to be platted out and sold by the town as early as 1644. Its marshy center was developed into a commercial dock in the early 1650s. Drawbridges were privately operated at Hanover and North Streets, providing sole land access over the Mill Creek to the North End. They later became fixed bridges, but smaller vessels could still pass through.

Boston was laid out casually in the 17th century, without an overall or formal plan like some cities had, such as Philadelphia. The spontaneity delighted John Josselyn who arrived in 1663 and observed:

> "The chief edifice of this city-like town is crowded on the sea banks, and wharfed out with great labor and cost; the buildings beautiful and large, some fairly set forth with brick tile, stone and slate, and orderly placed with semely streets, whose continuous enlargement presageth some sumptuous city."
>
> Shaw, Charles, Esq. A Topographical and Historical Description of Boston, 1817.

At almost the same time (1664), however the Royal Commissioners found the form of Boston less appealing:

> "Their homes are generally wooden, the streets crooked with little decency and no uniformity."
>
> Thwing, Annie Haven. The Crooked and Narrow Streets of the Town of Boston 1630-1822, 1920.

Certainly Boston's early street system was random, laid out as the town developed and as places needed to be, and could be connected. Cows, however, should not be credited for creating the streets. As George Weston pointed out in Boston Ways:

> "Cow paths? Hardly, unless the cows were drunk. Besides, one of the lanes is so constricted (Scott Alley) that only a very narrow cow, however sober, could negotiate it."

A problem for both 17th-century visitors and later historians was that streets did not receive official names until 1708. However, historians who have studied property records in the Book of Possessions (1630s and 1640s) have helped to place and date early street layouts, especially George Lamb, compiler of Records Relating to the Early History of Boston Vol. 2, Supplement: "Series of Plans of Boston Showing Existing Ways and owners of Property, 1630-1635-1640-1645" (Boston Municipal Printing Office, 1905).

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According to Lamb, Union and Hanover Streets were in place in 1630, the initial year of Boston's settlement. North Street was laid out by 1645, and by this date Mill Creek was channeled and bridges were in place at Hanover and North Streets.

The first town records mentioning streets in general and the Blackstone Block area in particular, seem to be the following:

> 1636, 4th, 8 mo: "At a meeting of the overseers, it was ordered that from this day, there shall be no house at all be built near unto any of the streets or laynes therein, but with the consent of the overseers, for the avoyding disorderly building to the inconvenience of streets and laynes, and for the more comely and commodious ordering of them upon the forfeiture of such sum as the overseers shall see fitting."
>
> 1636, 17th, 8 mo: Orders for laying out "sundry ways, regulating their width."
>
> "Also a layne to be left to goe from the water side upon the banke, or neare to goe along to the Mylne cove, of the same width."
>
> "Item - that the streete way from the gates next James Everitt's, toward the Mylne, is to runne straight along in an even line to John Pemberton's house, and to rainge between Thomas Marshall's house and Serjeant Savage's, and to bee within the street between payle and payle on each side, two poles broad."
>
> "A layne to goe from cove to cove, between Thomas Paynter and Thomas Marshall's, one pole and a half between payle and payle."

These records have been interpreted by Annie Haven Thwing, in The Crooked & Narrow Streets of the Town of Boston 1630-1822, to include Union Street as one of the streets laid out in 1636.

Early street names were varied and descriptive:

Union Street (officially named 1708, earlier called):

- "street that goes to the pond"
- "street to the dock"
- "Goodman Matson's lane"
- "fore street leading to Starr Tavern"
- "street by the Green Dragon Tavern"
- "street from cove to cove"

Hanover Street (officially named 1708, earlier called):

- "Houchins Lane"
- "the way leading out of the town of Boston to the water mill"
- "the broad street"
- "the town street"
- "lane by the name of the back street leading from the Mill Bridge to the upper part of Prison Lane"
- "the long street called Mill Street leading from the ferry as high up in the town as to the house formerly Jeremiah Houchins"

Marshall Street was donated to the town by Thomas Marshall whose house and half-acre garden were perhaps the earliest developments on the Blackstone Block, sited on property located along Union and Hanover Streets. A prominent citizen as well as a shoemaker, Marshall was chosen to be the ferryman to Charlestown c. 1635. In 1636, he was a town Selectman and was considered to be among Boston's wealthy residents. He offered "Marshall's Lane" to the town in 1652, as a shortcut across his property from Union Street to the Hanover Street Bridge. Apparently, the offer was recorded before Marshall Street officially became a public way.

According to Samuel Clough, another serious 20th-century researcher of 17th-century Boston deeds, Marshall Street was laid out by 1676. Salt Lane, Marsh Lane, both ends of Public Alley No. 102, Scott Alley, and the section of Creek Square between Marshall Street and Marsh Lane also were developed between 1648 and 1676 according to the Clough maps.

Scott Alley was originally named Scottow's Alley for Joshua Scottow. Besides developing the marsh into an active commercial dock in the early 1650s, Scottow helped shape the Blackstone Block's street pattern. He owned property at about what is now 16-20 North Street, and Scottow's Alley was a footpath for access to the dock, cited as an easement in 18th-century deeds. Thwing states that the alley passed under the house that Scottow built. Today, similarly, the entrance to Scott Alley is a doorway in the building at 20-22 North Street (constructed c. 1820, upper stories rebuilt 1982). The shortening to the name Scott Alley may refer to Scottow and also a Joseph Scott who owned property in the area a century after Scottow. Salt Lane was developed by Scottow, too, as a cartway for dock customers.

Captain Joshua Scottow was a merchant, a man who was interested in town affairs in his early life. Later (c. 1691) he wrote A Narrative of the Planting of the Massachusetts Colony. Justin Winsor wrote:

> "But he grew despondent as he grew in years; the change of dress, manners, and social customs from those of the first generation seemed to him a sure presage of destruction, and he poured out his sorrow in a book of lamentations called Old Man's Tears for their own Declensions...(1691)."

Today, Scottow is viewed as a prime 17th-century developer of the Blackstone Block area. Dock activity was directly related to the mixture of housing, retailing, manufacturing, and warehousing that characterized activities there in the 1600s. People lived and worked in the one- and two-story wooden buildings clustered around the dock, set close together facing the winding, narrow interior streets.

Not much is known about early Boston street paving. A topping of oyster shells was sometimes used, and early accounts refer to something called "pebble". Street maintenance and repairs were constant issues to the town from the earliest settlement onward as these excerpts from the Town Records indicate:

DETAIL OF THE BLACKSTONE BLOCK. From John Bonner, "The Town of Boston in New England" (Boston, 1722.

1641: The first order for maintenance of highways. "The richer sort of inhabitants shall afford three days work of one man (except such as have teams). The men of middle estates two days, and the poorer sort one day, according to the discretion of the surveyors. Every team is to afford one days work, under penalty of s.2 a day for each man that is defective, and s.8 if carts be defective."

1666: Scavengers Orders. "That noe person whatsoever shall upon the penalty of 5 shillings for every default suffer any stones, clay, timber, firewood, bords, clapboards or any other thing to lay above 48 houers which might annoy ye streets.
That noe inhabitant shall throw forth or lay any intrales of beasts or fowles garbidge of Carrion dead dogs or ratts dead beasts or any other stinking thing in any highway ditch or Common belonging to this towne but are injoyned to bury ye same for the preventing of annoyance thereby and allsoe yet noe person shall throw forth dust or dung, shreeds of cloth or leather, tobbacco stalkes or any other thing which may tend to the annoyance of the streets upon penalty according to ye discretion of ye Selectmen further it is ordered for the prevention of annoyance to the Town, all garbidge, beast entralls &c. are to be throwne into the Mill Creek over the Mill Bridge upon penalty of 20 shillings for every default, and every other person is to observe said order on said penalty."

March 11, 1671 or 1672: "Orders about paveinge the streets and Cart Wheeles were respited for another yeare upon consideration of all the Carters of the towne theire ingagement each with his teeme or Cart to give a dayes worke for preparation of the high ways, as the surveyors shall direct."

It wasn't until March 17, 1713 that Town Records cite an assessment of abuttors for paving streets, apparently replacing the donation of labor each year by the carters.

Street lighting (in the form of 310 English glass globe lamps set on standards) was not provided by the town of Boston until 1773. Before that, night travelers carried lanterns and some individuals hung pitch buckets or lamps in front of their buildings.

3.2 Blackstone Block Street Development 1700 to the Present

Documentary evidence indicates that Scottow's Dock was land-filled in the 1790s. By that time colonial period brick buildings, similar in style to the remaining Union Oyster House (c. 1730, 41-43 Union Street) and Ebenezer Hancock House (c. 1767, 10 Marshall Street), had replaced many of Boston's less sophisticated, more fire-prone, wooden structures.

By the time the dock disappeared, the Mill Pond also had become obsolete; it was ordered to be filled-in in 1807. By 1814, Hale's map indicates that the Mill Creek was covered by wooden planking. Creek Square (formerly Creek Lane) was extended east from Scott Alley, to what is now 70 Blackstone Street, in 1803. In 1823, this portion of the street was named Hatter's Square, indicating the prime retail activity in the area.

DETAIL OF THE BLACKSTONE BLOCK. From J. G. Hales, "Map of Boston in the State of Massachusetts" (Boston, 1814

From 1826 to 1855, the northern part of Creek Square was called Hancock Row, after the c. 1785 development of brick buildings John Hancock erected behind his brother, Ebenezer's, house (Hancock Row buildings razed 1942, site currently a parking lot).

Blackstone Street was named in 1834, on landfill created c. 1831-1833. The name gives official tribute to the Reverend William Blackstone (also spelled Blaxton), who is considered to have been the Shawmut Peninsula's first white inhabitant. In 1625, he settled near a spring on the western slope of Beacon Hill.

With the filling of Scottow's Dock and the Mill Creek and with the redevelopment of the Town Dock for Quincy Markets (1824-1826), this part of central Boston became more retail and market oriented. New four- to six-story brick mercantile buildings rose along Blackstone Street, and the interior streets declined to secondary importance.

The Blackstone Block's present character dates to the 1800s. By the last quarter of the 19th century, Creek Square held several carpentry shops that made store fittings, such as butcher blocks, ice boxes, and corned beef tanks for provisioners in the nearby markets. Retail clothing and furniture dealers mingled with food sellers in the buildings which faced onto North, Union, Hanover, and Blackstone Streets. Gaslights illuminated Boston's streets until almost the turn of this century. The City's earliest electric lights, visible in old photos of Faneuil Hall Square, were harsh and temperamental carbon arc lamps. Public Alley No. 102 became an officially laid out part of the Blackstone Block street pattern in 1899, called Hancock Row, as it encircled the backs of those structures. Actually, the ends of Public Alley No. 102 had been in place since at least 1676, according to the Clough maps. Early Boston Edison lights, still extant in the Block, date from the early 1900s.

In the 20th century the decline of the interior streets of the Blackstone Block continued, turning them almost completely into service alleys. The buildings in the area had their secondary (side and rear) windows and doors bricked in. Following years of economic depression in the 1930s, upper floors of several buildings along Blackstone Street were razed, saving the owners from paying taxes on vacant space. The automobile caused congestion in downtown Boston after World War II, and suburban shopping centers and the Central Artery part of the Fitzgerald Expressway (built 1951) became preferred solutions to urban problems. Further in keeping with planning for a revitalized city, the Scollay Square, Cornhill and West End areas were torn down, and replaced by the much larger parcels of urban renewal areas. The name Blackstone Block was applied to the small streets and land parcels left as an island, surrounded by Government Center, the Central Artery, and Faneuil Hall Marketplace--in an attempt to relate this remnant of the old city to its new, much larger-scaled neighbors.

8
ST.
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EASTERN COLD STORAGE CO.
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MERCHANTS-ROW
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NORTH
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BLOCK
93
THAYER BLOCK
RENDALL'S
LANE
FANEUIL HALL
SQUARE
BLACKSTONE BLOCK
Boston City Atlas, 1917
DOCK
SQUARE
STATION
TUNNEL
9
Scale 80 Feet to an Inch.
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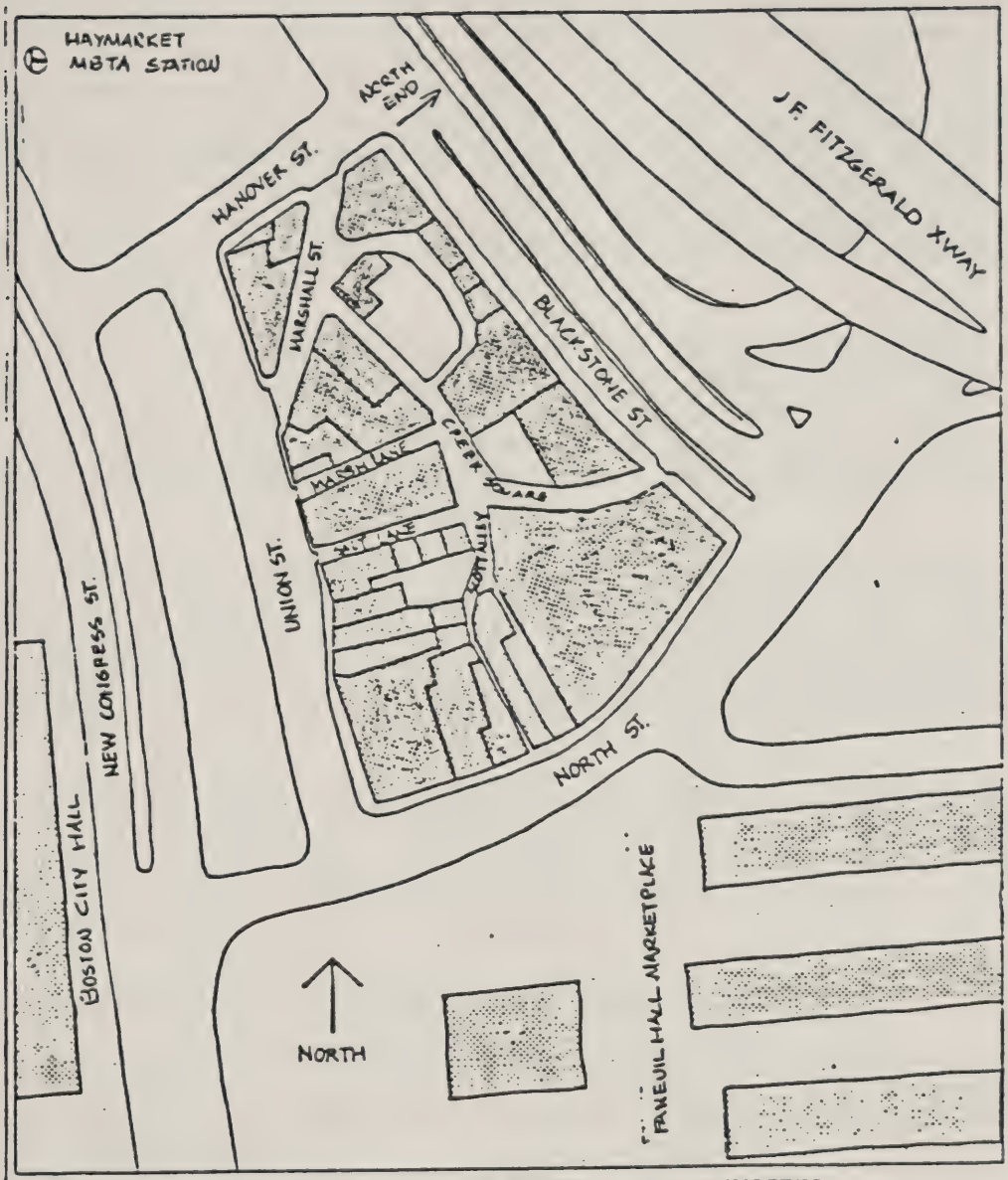

1982 MAP OF THE BLACKSTONE BLOCK, BOSTON, MASSACHUSETTS.

3.3 Urban Design Significance

The interior street network of the Blackstone Block comprises the largest, most intact network of original streets remaining in Boston today, virtually all established by 1676. City street records indicate that neither the earliest portions of Salt Lane, Marsh Lane, Scott Alley, Creek Square, Public Alley No. 102, Marshall Street, nor their later extensions, have ever been widened or straightened. The surrounding perimeter streets, Hanover, Blackstone, North, and Union, have been widened since their development in the 1600s (and early 1800s in the case of Blackstone Street). However, the street alignments follow the original 17th-century transportation pattern for these three streets and the Mill Creek. Furthermore, the outer sidewalks still contain a quantity of 19th-century granite.

The buildings of the Blackstone Block line the streets. Viewed individually, they span 250 years and many architectural styles. Collectively, they present a strong and harmonious urban design feature. The buildings enhance the winding, intimate streets with almost unbroken warm brick, humanly-scaled borders, giving the area a flavor more European than American.

The commercial nature of all these buildings and their bricked-in doors and windows facing the interior streets also present a special urban design opportunity. Reopened, they could greatly increase the activity and pedestrian ambience of the Blackstone Block streets. Even left as they are, the doors and windows are clear evidence of earlier uses and lifestyles.

Furthermore, the Blackstone Block is particularly important in its context, located in the center of Boston since 1630, and representing in its resources, a microcosm of Boston's evolution. Today, the contrasting nature and scale of adjacent Government Center and Faneuil Hall Marketplace make the Blackstone Block even more unique.

3.4 Relationship to the Criteria for Landmark Designation

The Blackstone Block historic street and sidewalk network is a physical feature which is clearly eligible for individual landmark designation, under the criteria established in Section 4, Chapter 772 of the Acts of 1975, as follows:

a. It comprises a major contributing feature in the Blackstone Block National Register District;

b. It is a feature which best represents Boston's urban form during the colonial period, as reflected in the street layout of the colonies' largest city at that time. It is significant as such to the city, the Commonwealth, the New England region, and the nation;

c. It is a feature representative of urban development from the colonial period which embodies distinctive characteristics which are inherently valuable for study.

4.0 ECONOMIC STATUS

4.1 Current Assessed Value and Property Tax:

Public ways are tax exempt.

4.2 Current Ownership and Status:

The Blackstone Block historic street and sidewalk network is under the jurisdiction of the City of Boston, by the City's Public Works Department, Public Improvement Commission, and Redevelopment Authority. Areaways, below grade, are the responsibility of the abutting property owner. Also, certain portions of street alignments below and above grade on Creek Square, North Street, Blackstone Street, and Scott Alley have been discontinued by the Public Improvement Commission, taken by the Boston Redevelopment Authority, and granted under permanent rights and easements to the Bostonian Hotel for construction, maintenance, repair, and replacement of foundations, awnings and balconies and of three bridges over Scott Alley (Suffolk County Registry of Deeds, Volume 9491, page 27--description and plan).

5.0 PLANNING CONTEXT

5.1 Background

For information on the development of this central area of Boston, see Sections 3.1 and 3.2 above.

Three Boston Redevelopment Authority projects have affected the Blackstone Block. Government Center superblocks replaced the old winding streets of the Scollay Square and Cornhill areas in the 1960s. The Downtown Waterfront-Faneuil Hall Urban Renewal Plan was approved in 1964 and amended in 1965, to be in effect for a period of 40 years. The plan has special provisions to address design review for all proposed changes in the "Historic Faneuil Hall-Blackstone Area" which it cites as significant to the city, state, and nation. Finally, the opening of the adjacent revitalized Faneuil Hall Marketplace (1976) has focused development interest on the Blackstone Block.

5.2 Current Planning Issues

Real estate speculation has increased in the Blackstone Block recently and is currently high due to the opening of the new $18 million Bostonian Hotel (1982), on the corner of North and Blackstone Streets. To date several potential rehabilitation projects have failed to materialize due to high asking prices for properties. Subsequent development projects are in the planning stage, particularly for 1-13, 15, 17-21, 25-27 and 31-35 Union Street, 11-12 and 14-22 Marshall Street, and the parking lot on Creek Square behind the Ebenezer Hancock House. The Haymarket Pushcarts, located on Blackstone Street since at least c. 1921, continue to draw large crowds on the Thursday-Saturday market days. The Pushcart Association is currently formulating plans to improve market operations.

The Boston Landmarks Commission, supported by a $15,000 grant from the Browne Fund, has prepared design recommendations (as of summer 1982) for public improvements to the Blackstone Block's interior 17th-century street network. The plans focus on appropriate special paving and lighting, sewer and water line improvements, and a historic marker system to make the area more accommodating to pedestrians. Already Scott Alley and a portion of Creek Square have been paved with new split-face granite Belgian blocks, the material used throughout this area in the late 19th century. The bulk of the improvements are scheduled for installation in 1983.

Although the Waterfront Urban Renewal Plan was approved in 1964, the Boston Landmarks Commission has just begun (1982) to activate the Blackstone Block design review process therein, in conjunction with the Boston Redevelopment Authority and the City's Department of Inspectional Services.The plan primarily focuses on rehabilitation, new construction, sign review, and proposed demolition.

Development ideas voiced to date include upper story additions for the Blackstone Street row of buildings and other properties in the block. Real estate speculation has raised asking prices for Blackstone Block

property, reportedly in excess of $70/square foot in one recent case. Since rehabilitation costs are estimated to be at least $50-70/square foot, such development could substantially change the nature of this area from one of local markets, inexpensive office space, and support businesses to one of first class office space, and restaurants.

There also are plans for a hotel/office complex to be built on BRA Parcel 7 across Hanover Street from the Blackstone Block although a preliminary designation for a developer has been delayed.

Finally, some plans for the Block are affected by its listing, in 1973, as a district in the National Register of Historic Places. This requires any federal or federally licensed or assisted project to undergo the design review process required by Section 106 of the National Historic Preservation Act of 1966. Also, a 25% tax credit for rehabilitation may be available to developers of depreciable properties which are listed in the National Register. Listing in the National Register also puts the Blackstone Block in a new state register under the Chapter 152 amendment to Chapter 9 of the Massachusetts General Laws, which may trigger archaeological and design review.

5.3 Relationship to Current Zoning:

The Blackstone Block is zoned B-8, permitting dwelling and general business use with a maximum floor area ratio of 8.

6.0 ALTERNATIVE APPROACHES

6.1 Alternatives

The Boston Landmarks Commission may choose to designate the Blackstone Block historic street and sidewalk network as an individual Landmark, and it may designate individual buildings in the block as Landmarks. The Commission also retains the option of not designating the street and sidewalk network.

6.2 Impact of Designation

Landmark designation would bring added recognition to the most intact 17th-century street pattern remaining in Boston. It would also give the Landmarks Commission a direct role in protecting the street network and sidewalks for the future, supplementing the existing National Register, state register and Waterfront Urban Renewal Plan protection. No changes could be made to the layout, materials or appurtenant features of the public ways without Landmarks Commission approval.

7.0 RECOMMENDATIONS

The staff of the Boston Landmarks Commission has recommended that the Blackstone Block historic street and sidewalk network, as shown in the maps, Section 1.3, be designated as a Landmark under Chapter 772 of the Acts of 1975. The Standards and Criteria recommended for administering the regulatory functions provided for in Chapter 772 follow as Section 8 of this report.

8.0 GENERAL STANDARDS AND CRITERIA FOR PRESERVATION OF THE BLACKSTONE BLOCK HISTORIC STREET AND SIDEWALK NETWORK

8.1 Approach

The layout of the Blackstone Block street network, the oldest connected streets in Boston still in their original form, must be carefully preserved. Features and fixtures which represent integral changes through time, such as the narrow sidewalk configuration, granite sidewalks and curbs, and old streetlights, shall be retained, whenever possible. Alterations shall be compatible with the historic nature of the streets and the evolutionary character of the buildings which comprise the Blackstone Block streetscape and span 250 years of Boston architecture. Finally, consideration shall be given to alterations that improve the design, safety, and/or function of these streets.

8.2 Design Criteria

A. Form and Layout

1. Original layout of the sidewalks and streets shall be maintained.

2. Consideration will be given to minor alteration if it can be shown that better site circulation is necessary and that the alteration will improve this without altering the integrity of the design.

B. Paving

1. Every effort shall be made to preserve paving materials which contribute to the historic and developmental aspects of the Blackstone Block streetscape. These include granite elements such as pavers, curbs, sills, steps and sidewalk slabs.

2. Resetting or otherwise repairing such materials shall be considered preferable to replacing them with new materials.

3. Deteriorated but integral historic paving materials shall be replaced with the same material or a material which approximates it as closely as possible.

4. Consideration will be given to alternate paving materials if they will assist in site maintenance or will improve safety factors, and if they do not detract from the original or later integral design concept.

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C. Street Fixtures

1. Whenever possible, integral fixtures such as lighting and signs shall be retained.

2. Maintenance of fixtures shall not alter integral color, material or design except to improve street function or safety.

3. Architectural elements that are replaced shall be of the same or similar material and design of the integral features, if possible. Consideration, however, will be given to changes that will improve street function, safety, and/or maintenance without altering the integrity of the design.

4. Architectural elements may be removed if they are no longer functionally useful and if their removal will not alter to a significant degree the streetscape design.

5. Architectural elements may be added if they will not alter the integrity of the streetscape design, and are necessary for safety, are useful for maintenance, and/or will improve design, understanding, or usage.

6. Overhead elements which change the historic quality of the streets, such as canopies, overpasses, and floodlights are to be avoided, whenever possible, and minimized when needed to improve circulation or safety factors.

8.3 PROCESS

A. General

The Commission shall review any proposed changes directly affecting the streets and street right-of-ways, including the volume of space, however owned, above the at-grade street layout.

B. Exemptions

1. The Secretary may issue Certificates of Exemption for ordinary maintenance and repair.

2. Exemption shall be automatically granted to utilities to allow emergency repairs, upon approval of the Commissioners of Public Works and in accordance with all pertinent regulations and procedures governing the Department of Public Works and the Landmarks Commission.

3. An overpass connecting the original structure of the Bostonian Hotel to an extension fronting on Blackstone Street shall be exempted from review provided it conforms to plans on file at the Boston Redevelopment Authority dated 2/4/81 and entitled "PERSPECTIVE The Bostonian Hotel Extension" which include three perspective views: 1) view along Blackstone Street, 2) view from Creek Square to Blackstone Street, 3) view from Blackstone Street to Creek Square. Such overpass, which has been subject to prior review by the Boston Redevelopment Authority shall accupy a volume of space ten feet wide by forty
BLC5020283 feet high, starting at the base of the third floor of the existing Bostonian Hotel.

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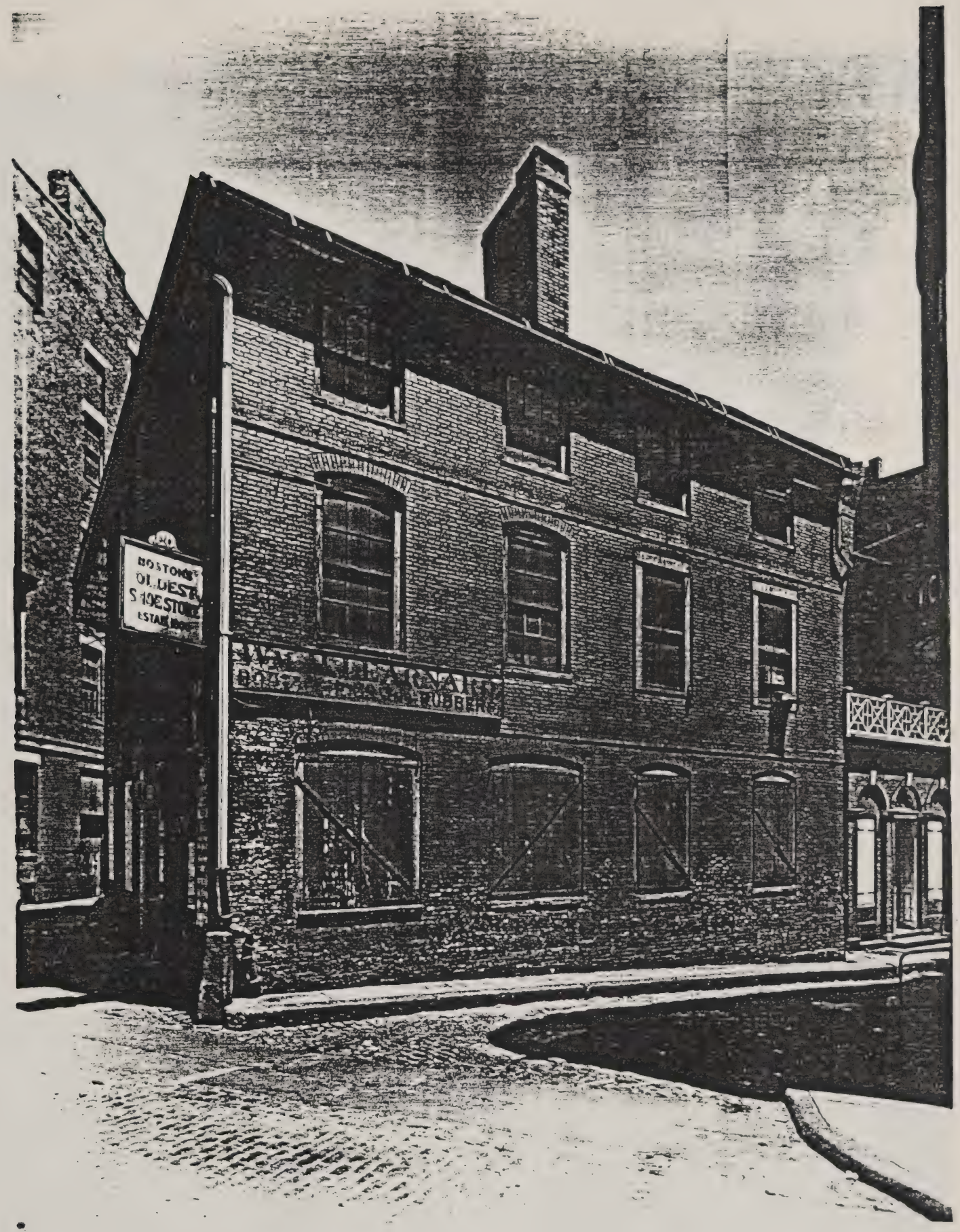
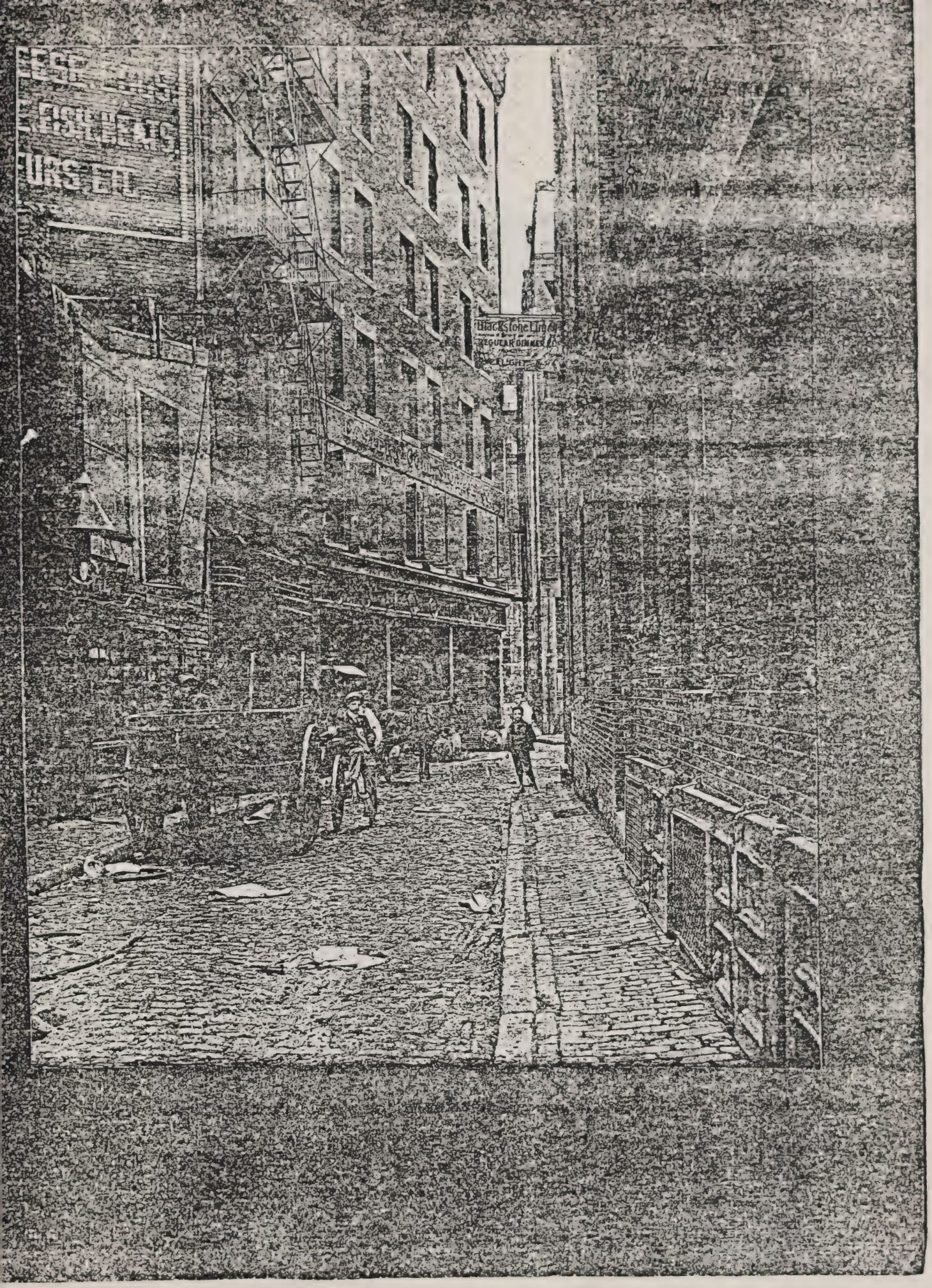
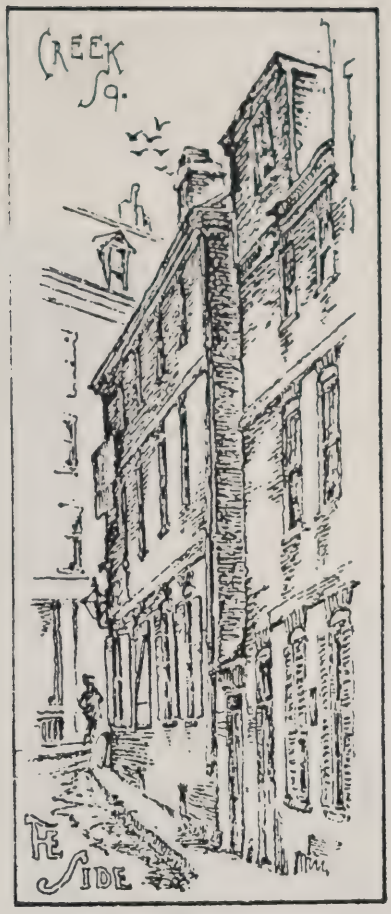
APPENDIX C

SOMERBY


BOSTON'S
OLDEST
SHOE STORE

HANCOCK ROW, off Creek Square.
Still standing, 1922


Blackstone Light
REGULAR DINNER


CREEK
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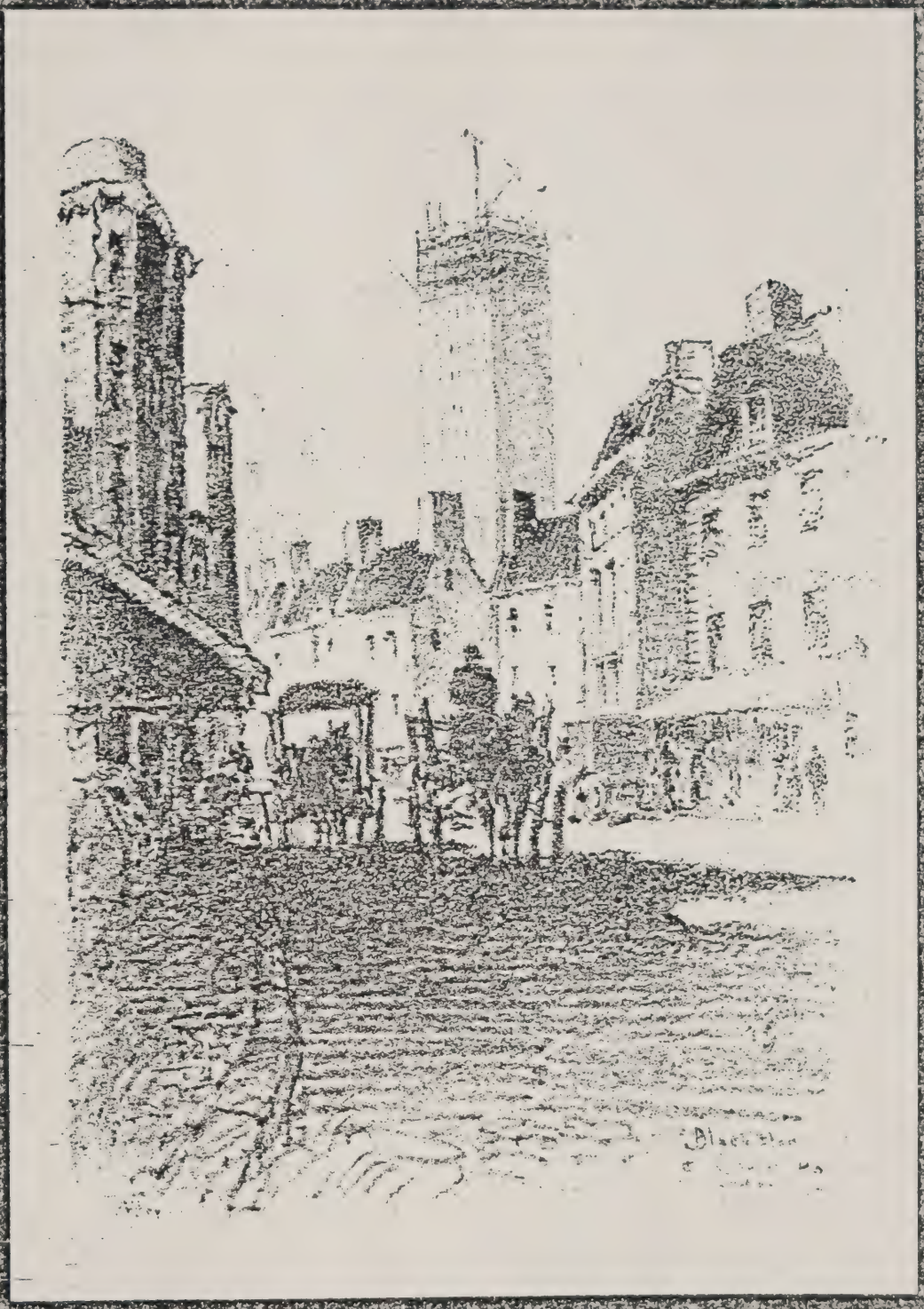
SIDE

BOOTS, SHOES AND RUBBERS
10

HANCOCK HOUSE 1690



APPENDIX D

DOWNTOWN WATERFRONT - FANEUIL HALL

URBAN RENEWAL PLAN

PROJECT MASS. R-77

April 15, 1964

As Amended April 8, 1965

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EXHIBITS :

MAP 1	: Property Map	: Exhibit A
MAP 2	: Proposed Land Use Plan	: Exhibit B
MAP 3	: Existing and Proposed Zoning Map	: Exhibit C

CHAPTER I: DESCRIPTION OF PROJECT

SECTION 101: Project Boundary Map

The boundaries of the Downtown Waterfront-Faneuil Hall Urban Renewal Project Area shall be as shown on Map 1, Property Map, submitted herewith as Exhibit A.

SECTION 102: Project Boundary Description

The Downtown Waterfront-Faneuil Hall Urban Renewal Project Area is bounded and described as follows:

Beginning at the intersection of the westerly U. S. Pierhead Line of the Fort Point Channel and the southwesterly sideline of Northern Avenue Bridge and running northwesterly by the southwesterly sideline of Northern Avenue Bridge and of Northern Avenue and of Northern Avenue extended to the northwesterly sideline of the Fitzgerald Expressway;

thence turning and running northeasterly, northerly and northwesterly by the northwesterly, westerly and southwesterly sidelines of the Fitzgerald Expressway to the southwesterly sideline of Well Street;

thence turning and running northwesterly by the southwesterly sideline of Well Street to the northwesterly sideline of Custom House Street;

thence turning and running northeasterly by the northwesterly sideline of Custom House Street to the southwesterly property line extended of 37 India Street, thence turning and running northwesterly by the southwesterly property line extended and the southwesterly property line of 37 India Street to the northwesterly property line of 37 India Street, thence turning and running northeasterly by the northwesterly property line of 37 India Street and the northwesterly property line extended to the southwesterly sideline of India Street;

thence turning and running northwesterly by the southwesterly sideline of India Street to the southeasterly sideline of State Street;

thence turning and running westerly by the southeasterly sideline of State Street to the easterly sideline of Change Avenue extended;

thence turning and running northerly along the extended easterly sideline and the easterly sideline of Change Avenue to the northerly property line of the property known as 60 State Street;

thence turning and running in an easterly direction by various courses and distances along the northerly property line of said 60 State Street and continuing easterly along the northerly property line of the property known as 80 State Street and the last said property line extended in an easterly direction to the easterly sideline of Merchants Row;

thence turning and running northerly along the extended easterly sideline of Merchants Row to the southerly property line of the property known as 1 South Market Street, which is also the northerly sideline of Chatham Street;

thence turning and running westerly along the southerly property line of said 1 South Market Street to the easterly sideline of Merchants Row;

thence turning and running northerly along the westerly property line of said 1 South Market Street, which is also the easterly sideline and extended easterly sideline of Merchants Row, to an intersection with the extended southerly property line of the property known as Faneuil Hall;

thence turning and running westerly by the southerly property line of Faneuil Hall extended and by the southerly property line of Faneuil Hall to the westerly property line of Faneuil Hall;

thence turning and running northerly by the westerly property line of Faneuil Hall and the westerly property line of Faneuil Hall extended to the northwesterly sideline of North Street;

thence turning and running in a southwesterly direction by the northwesterly sideline of North Street to the easterly sideline of Union Street;

thence turning and running northerly by the easterly sideline of Union Street to the southeasterly sideline of Hanover Street;

thence turning and running northeasterly along the southeasterly sideline of Hanover Street to the northeasterly sideline of Blackstone Street;

thence turning and running southeasterly by the northeasterly sideline of Blackstone Street to the northwesterly sideline of North Street;

thence turning and running in a northeasterly direction in a straight line to the end of the southeasterly side of the southeasterly wall of the Callahan Tunnel;

thence turning and running in an easterly direction by various courses and distances along the northerly property line of said 60 State Street and continuing easterly along the northerly property line of the property known as 80 State Street and the last said property line extended in an easterly direction to the easterly sideline of Merchants Row;

thence turning and running northerly along the extended easterly sideline of Merchants Row to the southerly property line of the property known as 1 South Market Street, which is also the northerly sideline of Chatham Street;

thence turning and running westerly along the southerly property line of said 1 South Market Street to the easterly sideline of Merchants Row;

thence turning and running northerly along the westerly property line of said 1 South Market Street, which is also the easterly sideline and extended easterly sideline of Merchants Row, to an intersection with the extended southerly property line of the property known as Faneuil Hall;

thence turning and running westerly by the southerly property line of Faneuil Hall extended and by the southerly property line of Faneuil Hall to the westerly property line of Faneuil Hall;

thence turning and running northerly by the westerly property line of Faneuil Hall and the westerly property line of Faneuil Hall extended to the northwesterly sideline of North Street;

thence turning and running in a southwesterly direction by the northwesterly sideline of North Street to the easterly sideline of Union Street;

thence turning and running northerly by the easterly sideline of Union Street to the southeasterly sideline of Hanover Street;

thence turning and running northeasterly along the southeasterly sideline of Hanover Street to the northeasterly sideline of Blackstone Street;

thence turning and running southeasterly by the northeasterly sideline of Blackstone Street to the northwesterly sideline of North Street;

thence turning and running in a northeasterly direction in a straight line to the end of the southeasterly side of the southeasterly wall of the Callahan Tunnel;

thence running northeasterly by the southeasterly side of the southeasterly wall of the Callahan Tunnel and running northeasterly by the southeasterly side of the southeasterly wall of the Callahan Tunnel extended above ground to the northeasterly sideline of Richmond Street;

thence turning and running southeasterly along the northeasterly sideline of Richmond Street to the northwesterly sideline of Fulton Street;

thence turning and running northeasterly by the northwesterly sideline of Fulton Street to the northeasterly sideline of Lewis Street;

thence turning and running southeasterly by the northeasterly sideline of Lewis Street to the northwesterly sideline of Commercial Street;

thence turning and running northeasterly, northerly and northwesterly along the northwesterly, westerly, and southwesterly sidelines of Commercial Street to the northwesterly sideline of Hanover Street;

thence turning and running northeasterly by the northwesterly sideline of Hanover Street to the southwesterly property line of the U. S. Coast Guard Base;

thence turning and running southeasterly by the southwesterly property line of the U. S. Coast Guard Base to the southeasterly property line of the U. S. Coast Guard Base;

thence turning and running northeasterly by the southeasterly property line of the U. S. Coast Guard Base and by such southeasterly property line extended to the U. S. Pierhead Line;

thence turning and running southeasterly and southerly by the U. S. Pierhead Line to the point where said Pierhead Line swings from a southerly to a southwesterly direction;

thence turning and running southwesterly in a straight line to the point of beginning.

CHAPTER II: OBJECTIVES

SECTION 201: Basic Goals

The basic goal of urban renewal action in the Downtown Waterfront-Faneuil Hall Area is to stimulate and to facilitate development efforts in the area, by eliminating those severe conditions of bl deterioration, obsolescence, traffic congestion and incompatible uses which hinder private investment in new development without aid of governmental action, in order to (1) revitalize a key port of downtown Boston; (2) upgrade the pattern of land uses close by North End residential community; (3) establish a functional connection between the area and its surrounding districts: the North the Government Center and the Financial District; and (4) provide an environment suitable to the needs of contemporary real estate development.

SECTION 202: Planning Objectives

Planning objectives of the Project are as follows:

(1) To eliminate a pattern of land uses and blighting conditions which

(a) creates severe traffic congestion in the area;
(b) exerts a depressing effect on adjacent areas;
(c) inhibits the development of real property to its fullest economic potential.

(2) To eliminate obsolete and substandard building conditions which are a factor in spreading blight to adjacent areas.

(3) To prevent the further erosion of property values.

(4) To protect and strengthen the tax base of the city.

(5) To encourage productive and intensive use of land.

(6) To create opportunities for development of a downtown residential community offering a range of housing types and rentals.

(7) To provide sites suitable for the construction of efficient, economical buildings.

(8) To promote the preservation and enhancement of buildings in the Project Area which have architectural and historical significance.

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(6) To create opportunities for development of a downtown residential community offering a range of housing types and rentals.

(7) To provide sites suitable for the construction of efficient, economical buildings.

(8) To promote the preservation and enhancement of buildings in the Project Area which have architectural and historical significance.

(9) To create an environment which is conducive to the investment of funds in the rehabilitation, conversion and general upgrading of property.

(10) To create an area with a mixture of land uses compatible with living, working and recreational opportunities.

(11) To create an area for the development of marine or marine-oriented activities designed to stimulate tourism and symbolize the importance of Boston's historic relationship to the sea.

(12) To provide for the efficient flow of traffic within and through the area.

(13) To improve streets and utilities and the landscaping of public areas.

(14) To provide public ways, parks and plazas which encourage the pedestrian to enjoy the harbor and its activities.

(15) To develop the area in such a way as to stimulate improvements in adjacent areas.

SECTION 203: General Design Principles

The circulation system, the parcelization, the land uses, and the building controls and restrictions reflect the planning-design principles of the Urban Renewal Plan.

The design principles are as follows:

1. To mitigate the effect of the elevated expressway and the surface roadway beneath as a physical and psychological barrier to effective connections and linkages between the downtown and the waterfront.

2. To establish an active urban character for the area by the intensive utilization of land and by the mixing of compatible land uses.

3. To provide maximum opportunity for pedestrian access to the water's edge.

4. To establish an orderly sequence and hierarchy of open spaces and views for both the pedestrian and the motorist.

5. To establish a relationship between buildings, open spaces and public ways which provides maximum protection to the pedestrian during unfavorable weather conditions.

6. To achieve a proper integration of buildings and spaces by a careful relationship of scale and materials in new development to the scale and materials of the architecturally and historically significant buildings to be retained.

7. To establish a continuity of scale between the existing North End residential community and the new development to take place adjacent to the North End and along the water's edge, north of Commercial Wharf.

8. To maintain the finger-like outline of the wharves.

9. To create an unobstructed visual channel from the Old State House at Washington and State Streets down to Long Wharf and the harbor beyond.

10. To establish at the foot of State Street a vehicular free focal point of converging pedestrian ways and down-harbor view

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SECTION 204: Sub-Area Design Objectives

The design objectives of the Downtown Waterfront-Faneuil Hall Urban Renewal Area can be described in terms of five major sections of the Project.

(1) Waterfront Central Area - Parcels A-2 to A-7 (See Map 2)

The single most important feature of the Urban Renewal Plan in this area is the relocation of Atlantic Avenue. The purpose of this relocation is to create a large area within which large scale, integrated development can occur without the interference of heavy, through vehicular traffic. Within this area, pedestrian traffic will receive paramount and careful consideration. As a result of this relocation, the central area - the heart of the waterfront - is brought closer to the downtown business district.

Within the framework of this large development area, made possible by the relocation of Atlantic Avenue, the Plan has been formulated and designed with the purpose of stimulating the following development characteristics:

(a) A mixture of uses which will generate intense pedestrian circulation. It is desirable that the activities on the water of Boston Harbor be easily observed from the area, and that those activities in the lower stories of the buildings be visible from the outside.

(b) A linkage between the area and other sections of downtown through the extension into the area of streets and walkways providing access from the financial district via Franklin, Milk and State Streets, from the North End via Richmond Street and from the Government Center via South Market Street, which is designed as the principal approac for pedestrians.

(c) The construction of tall buildings in an arrangement whic defines the area by a three-sided visual demarcation, ope to the Harbor on the east. The southern element of the demarcation could be provided by residential towers on India Wharf, the western element by a string of office an other buildings along Atlantic Avenue, and the northern element by a continuous line of buildings, both new and existing-to-remain on Long Wharf. Buildings in this area should provide active frontages and maximum protection to pedestrians during unfavorable weather conditions through the use of arcades, overhangs or other architectural or landscape devices.

(d) The construction, within the large scale area formed by the tall buildings, of lower buildings creating a series of smaller, sheltered and intimate interconnected spaces and walkways. The buildings and the spaces thus created will maximize opportunities for pedestrian exposure to the water inlets, to views of the harbor, of other buildings in the area and of the large background view of the city itself.

(e) The treatment of the space at the foot of State Street, including the water inlet between Central and Long Wharves as the principal focal point of the central area and, therefore, of the Project. Incoming streets and pedestria ways are designed to direct people into this space. A principal downharbor view can be experienced within this space by the siting of buildings on Central Wharf in a manner which will act as a counterfoil to the thrust of the finger-like forms of the existing wharves and at the same time make possible an important direct pedestrian connection between Central and Long Wharves.

(f) The preservation or redevelopment of wharves which retain the historic tradition of fingers out into the harbor and create active and intimate water inlets. Long Wharf is to retain its historic position as the farthest projection of land into the harbor, and will become an observation platform.

(2) Waterfront North Area - Parcels B-1 to B-5 (See Map 2)

This area will include a diverse but compatible mixture of uses. Residential development on the wharves can be of a very unique character, intimately related to the water and to the old brick and granite buildings which should be retained and rehabilitated for residential use. In the rehabilitated buildings, general business and office occupants are desirable as adding activity to the area.

In terms of the scale and materials of the buildings, this area can be considered an extension of the North End. Therefore, the new structures should relate to the existing-to-remain buildings on the wharves and to the background of the North End. In general, rows of structures of moderate height running parallel to the long-massive granite structures are the preferred solution. The intention here is to preserve the old finger form of the waterfront for historical as well as urban design reasons. The North End streets also tie into this strong lineal form. Pedestrian bridges connecting the wharves are encouraged.

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(3) Central Housing Area - Parcel C-2 (See Map 2)

This area is to contain a mixture of new and rehabilitated housing suitable for moderate-income families. The housing should be of simple design in keeping with the character of the adjacent North End. It should relate also to the new and rehabilitated housing on the waterside of Atlantic Avenue so that the entire area can take on the character of one neighborhood.

Building coverage should be moderately high. Building heights should be generally low so that the old granite structures in the area which are to remain will be the most prominent buildings, suggesting the historic continuity of the area. Small interconnected open space and pedestrian ways should be provided. Buildings should be arranged in such a way as to clearly define street spaces in the same manner as street space in the adjacent North End is defined.

Local retail is to be encouraged, particularly on the ground floor of the rehabilitated granite buildings and the new structures along Richmond Street.

(4) Central Artery Area - Parcels D-1, D-2 to D-6 and D-10 (See Map

This area is not susceptible to treatment in terms of one desig concept. Therefore, design goals are expressed for individual parcels or small groupings in the following manner:

(a) Parcel D-1 It is intended that the building on this parcel be sufficiently massive and continuous to emphasize the continuity of the curve of Atlantic Avenue, yet not so high as to dwarf nor to seem to cut off the residential areas to the rear from contact with the harbor.

Maximum ground floor coverage of the site is encouraged.

Maximum advantage should be taken of the location across from the public park and the water by providing highly visible publicly oriented uses on the ground floor along Atlantic Avenue.

(b) Parcels D-2 to D-6 It is intended that buildings on these parcels be occupied by active commercial uses on the ground floor. The buildings should provide a serene visual backdrop along Atlantic Avenue. They should be hig enough to mask the expressway in the rear, but not so high as to increase the sense of a wall between downtown and the water's edge.

Building heights should be uniform and facades should be simple and continuous in nature.

(c) Parcel D-10 It is intended that this be a tall office building erected on a low podium containing ground leve frontages which contribute life and activity to the are Maximum coverage of this site is desired up to elevatio 30 feet above grade in order to screen the elevated expressway from pedestrian view.

The scale, massing and material quality of the building should be related to the nearby structures along South Market Street and to the Custom House on State Street.

(5) Faneuil Hall-Blackstone Market Area - Parcels E-5 to E-10(See

This area is one of the most valuable historic assets to the of Boston, to the State of Massachusetts, and to the Nation. Within this area are buildings that date from the early eight century and here remains the last vestige of Boston's seventeenth century narrow street pattern. Also, the area represe a chronological history of buildings in Boston from the eight to the twentieth century.

It is intended that the historic uniqueness of this area be r tained through a thoughtful blend of new construction, rehabi itation and conservation. The complex of structures defined Faneuil Hall, Quincy Market, and the North and South Market Street buildings is considered by leading architects and histo ians as one of the finest urban spaces in America.

The architectural and spatial relationship formed by this complex is intended to act as the historic pedestrian and visual connection, starting from Beacon Hill, through the new Government Center, into the space around Faneuil Hall, down South Market Street, culminating at the Harbor. It is intended that the space formed by Faneuil Hall, the new Boston City Hall, th rehabilitated buildings along Faneuil Hall Square, and the proposed new building in Parcel E-10 be so designed that the intimate pedestrian scale that once existed in this area again be recaptured.

Retention of those uses which are compatible with the objectives of the renewal plan, such as restaurants, retail food stores and the traditional week end push-cart market, is desirable. Introduction of new general business, institutional, office and residential uses which serve to up-grade the area and create an active pedestrian link, maximizing pedestrian protection under unfavorable weather conditions, between the Government Center and the Waterfront are to be encouraged.

Rehabilitation of buildings must be carefully done so that the exteriors do not hide their age nor their historic importance, while the interiors are updated to new and active uses. New buildings constructed must carefully relate in mass, building material and scale to the existing buildings in the area.

(c) Parcel D-10 It is intended that this be a tall office building erected on a low podium containing ground level frontages which contribute life and activity to the area. Maximum coverage of this site is desired up to elevation 30 feet above grade in order to screen the elevated expressway from pedestrian view.

The scale, massing and material quality of the building should be related to the nearby structures along South Market Street and to the Custom House on State Street.

(5) Faneuil Hall-Blackstone Market Area - Parcels E-5 to E-10(See Ma

This area is one of the most valuable historic assets to the Cit of Boston, to the State of Massachusetts, and to the Nation. Within this area are buildings that date from the early eighteen century and here remains the last vestige of Boston's seventeenth century narrow street pattern. Also, the area represents a chronological history of buildings in Boston from the eighteen to the twentieth century.

It is intended that the historic uniqueness of this area be retained through a thoughtful blend of new construction, rehabilitation and conservation. The complex of structures defined by Faneuil Hall, Quincy Market, and the North and South Market Street buildings is considered by leading architects and historians as one of the finest urban spaces in America.

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It is the intention of the Authority during the execution stage to undertake a special study of the Faneuil Hall-Blackstone Area. This study will involve specific recommendations for the new and rehabilitated buildings within this area.

CHAPTER III: PROPOSED URBAN RENEWAL ACTION

SECTION 301: Proposed Types of Renewal Action

Proposed types of renewal action within the Project Area will consist of a combination of clearance and redevelopment activities, changes in land use, provision of public improvements and facilities, rights-of-way and utilities changes, zone district changes, and rehabilitation activities.

SECTION 302: Clearance and Redevelopment Activities

Clearance and redevelopment activities will include (1) the acquisition of real property, (2) the management of acquired property, (3) the relocation of the occupants thereof, (4) the clearance of land and buildings, (5) the installation, construction, and re-construction of site improvements, and (6) the disposition of land and other property, for uses in accordance with the building requirements, land use and other provisions of the Urban Renewal Plan.

SECTION 303: Rehabilitation Activities

Rehabilitation activities may include, but not by way of limitation, (1) the acquisition and disposition for rehabilitation of real property in accordance with the land use requirements and rehabilitation standards set forth in the Plan, (2) the undertaking of rehabilitation demonstrations, (3) the systematic enforcement of rehabilitation standards set forth in the Plan as they apply to properties which are not proposed to be acquired, (4) the provision of technical assistance to facilitate rehabilitation, and (5) the acquisition and disposition of real property which is not made to conform to the rehabilitation standards of the Plan.

SECTION 304: Public Improvements

Public improvements will include, as necessary, the abandonment, provision, improvement, extension, reconstruction, construction, and installation of utilities such as water, sewer, police, and fire communication, traffic signal and street lighting systems, streets, rights-of-way, open space, and other facilities in order to carry out the provisions of the Urban Renewal Plan.

The location of rights-of-way and open space shall be shown on Map 2 : Proposed Land Use Plan, submitted herewith as Exhibit B.

Streets and public utility changes shall be such as to conform generally to the rights-of-way shown on Map 2 : Proposed Land Use Plan.

CHAPTER IV: PROPERTY TO BE ACQUIRED

SECTION 401: Identification

Property to be acquired by the Boston Redevelopment Authority (herein, with its successors and assigns, also called the "Authority") shall be as shown on Map 1, Property Map.

SECTION 402: Properties Designated For Acquisition Which May Not Be Acquired

Certain properties which are to be acquired by the Boston Redevelopment Authority, as shown on Map 1, shall not be acquired if the following conditions, as set forth below, are met:

(1) There is presented by the property owner to the Authority, within a specified time period after approval of the Urban Renewal Plan by the City Council, a proposal acceptable to the Authority for development and/or rehabilitation of the property in accordance with the controls and requirements of this Plan;

(2) Within a specified time period after such acceptance, an agreement satisfactory to the Authority binding the owner to undertake the development and/or rehabilitation is executed; and

(3) The development and/or rehabilitation proceeds in accordance with such agreement and within the time periods specified therefor in the agreement.

The following table identifies the properties to which the above conditions are applicable, and sets forth the number of months for the submission of a proposal and the execution of an agreement (as set forth in (1) and (2) above).

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The following table identifies the properties to which the above conditions are applicable, and sets forth the number of months for the submission of a proposal and the execution of an agreement (as set forth in (1) and (2) above).

TABLE OF PROPERTIES WHICH MAY NOT BE ACQUIRED

PROPERTY DESIGNATED FOR ACQUISITION	Block Number	Parcel Number	Re-use Parcel Number	No. of Months for Submission of Proposal	No. of Months for Execution o Agreement
India Wharf	104B	5	A-2	3	3
Commercial Wharf (partial)	104¼	2	B-1	12	3
Lewis Wharf	104	1	B-2	12	3
52-58 Eastern Avenue	105	2	B-3	12	3
Union Wharf	105	5	B-4	12	3
221 Commercial Street	82	1	C-1	12	3
65-69 Atlantic Avenue	83	1	C-2	12	3
81-85 Atlantic Avenue	84	1	C-2	12	3
197-185 State Street	207A	1-3	D-9	12	3
4 Commercial Street	101	1	E-1	12	3
62 and 61 Chatham Street	101	3&4	E-2	12	3
17, 13 & 7 Merchants Row	100	5,6,&7	E-4	12	3
1-52 South Market Street	99	1-18	E-5	12	3
1-28 North Market Street	91	21-10	E-6	12	3
33-46 North Market Street	91	7-1	E-7	12	3
18, 24-46 North Street	48	3,5-10	E-9	12	3
63 Atlantic Avenue	83	2	C-2	24	3

SECTION 403: Not to be Acquired Property - Special Conditions

In the event the property presently owned by the Metropolitan Transit Authority (Block 105, Parcel 6) and used as a power station is sold, leased, transferred or otherwise conveyed to other than a successor to the Metropolitan Transit Authority, the property will be acquired by the Boston Redevelopment Authority and the use shall be marine or marine accessory. Control to be established for the property shall be consistent with the requirements and controls imposed upon similar property by the provisions of the Urban Renewal Plan.

Property not designated for acquisition as shown on Map 1, may be acquired by the Boston Redevelopment Authority if such property is not made to conform to the rehabilitation standards set forth in Chapter VII.

With respect to properties in the historic Faneuil Hall-Blackstone area, see Section 504.

SECTION 404: Use of Property Acquired Under Special Conditions

The Boston Redevelopment Authority may clear where necessary and sell or lease for redevelopment, renewal or rehabilitation all or any portion of that property which it has acquired under the specia conditions set forth in Section 403. Where such property is sold or leased for redevelopment, the Authority shall establish controls relating to land use and building requirements, and such controls shall be consistent with the requirements and controls imposed upon similar property by provisions of the Urban Renewal Plan.

SECTION 405: Interim Use of Acquired Property

The Boston Redevelopment Authority may devote property acquired under the provisions of this Plan to temporary use prior to the time such property is needed for redevelopment. Such uses may include, but are not limited to, project office facilities, rehabilitation demonstration projects, parking, relocation purposes, public transportation or recreational uses in accordance with such standards, controls, and regulations as the Authority may deem appropriate.

TABLE OF PROPERTIES WHICH MAY NOT BE ACQUIRED

PROPERTY DESIGNATED FOR ACQUISITION	Block Number	Parcel Number	Re-use Parcel Number	No. of Months for Submission of Proposal	No. of Months for Execution of Agreement
India Wharf	104B	5	A-2	3	3
Commercial Wharf (partial)	104¼	2	B-1	12	3
Lewis Wharf	104	1	B-2	12	3
52-58 Eastern Avenue	105	2	B-3	12	3
Union Wharf	105	5	B-4	12	3
221 Commercial Street	82	1	C-1	12	3
65-69 Atlantic Avenue	83	1	C-2	12	3
81-85 Atlantic Avenue	84	1	C-2	12	3
197-185 State Street	207A	1-3	D-9	12	3
4 Commercial Street	101	1	E-1	12	3
62 and 61 Chatham Street	101	3&4	E-2	12	3
17, 13 & 7 Merchants Row	100	5,6,&7	E-4	12	3
1-52 South Market Street	99	1-18	E-5	12	3
1-28 North Market Street	91	21-10	E-6	12	3
33-46 North Market Street	91	7-1	E-7	12	3
18, 24-46 North Street	48	3,5-10	E-9	12	3
63 Atlantic Avenue	83	2	C-2	24	3

CHAPTER V : PROPOSED LAND USE, BUILDING REQUIREMENTS AND OTHER CONTROLS

SECTION 501: Proposed Land Use Plan

The use of land in the Project Area shall be as shown on Map 2: Proposed Land Use Plan, which indicates proposed land uses and rights-of-way.

SECTION 502: General Requirements

(1) Subdivision - The Boston Redevelopment Authority may subdivide parcels as appropriate, with the permitted uses made applicable to sub-parcels. In the event of sub-division, parking requirements will be divided as appropriate.

(2) Definitions of Building Requirements and Restrictions

(a) Height - The height of a building shall be measured from the mean grade of the sidewalk to the top of the parapet of the building facade.

(b) Floor Area Ratio - Floor area ratio shall mean the ratio of gross floor area of a structure or group of structures to total disposition parcel area, and gross floor area shall be defined herein to exclude basements, unenclosed porches, or any floor space designed for accessory garage purposes.

(c) Arcade - An area of a building which is open to public access along its entire length.

(3) Landscaping - All open areas must be suitably landscaped so as to provide a visually attractive environment.

(4) Sign Control - Signs within the Project Area shall be restricte to the non-animated and non-flashing type, identifying only the establishment and nature of its products. All signs must be suitably integrated with the architectural design of the structure which they identify. No sign shall project beyond the face of the building more than 24 inches. The size, design, location and number of signs shall be approved by the Authority. No signs or advertising shall be placed on the exterior facade on or above the floor level of the third floor of any structure. No sign shall project above the roof of the structure on which it is mounted. Any exceptions to the above controls, or the placement or replacement of any sign during the 40-year duratior of this Plan, must be approved by the Authority.

(5) Exterior Lighting - Exterior lighting may be used to light doors, entrances, show windows, plazas, open spaces and water surfaces. Such lighting shall be located and shielded so as to prevent glare on adjacent properties. No flood lighting of buildings or streets will be permitted except by special approval of the Authority.

(6) Off-Street Loading - Developers and owners of all buildings shall demonstrate to the satisfaction of the Authority that the off-street loading needs of the property will be met adequately, or that the lack of such facilities is due to existing conditions, but will not be detrimental to surrounding areas of the Project. The following are guidelines to the off-street loading bay requirements applicable to the uses permitted in the Project Area:

Gross Floor Area (in thousands of square feet)	General Business	General Office	Institutional	Marine	Transient Housing	Residential
Under 15	0	0	0	0	0	
15-50	1	1	1	1	1	
50-100	1	1	1	2	1	
100-150	2	2	2	3	2	
150-300	3	3	3	4	3	
300 & over	*	*	*	**	*	

* 4 plus 1 for each additional 150,000 square feet or major fraction thereof

** 5 plus 1 for each additional 150,000 square feet or major fraction thereof

Loading bay requirements are not applicable to parking garages or public parks.

(5) Exterior Lighting - Exterior lighting may be used to light doors, entrances, show windows, plazas, open spaces and water surfaces. Such lighting shall be located and shielded so as to prevent glare on adjacent properties. No flood lighting of buildings or streets will be permitted except by special approval of the Authority.

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Gross Floor Area (in thousands of square feet)	General Business	General Office	Institutional	Marine	Transient Housing	Res tia
Under 15	0	0	0	0	0	
15-50	1	1	1	1	1	
50-100	1	1	1	2	1	
100-150	2	2	2	3	2	
150-300	3	3	3	4	3	
300 & over	*	*	*	**	*	

* 4 plus 1 for each additional 150,000 square feet or major fraction thereof

** 5 plus 1 for each additional 150,000 square feet or major fraction thereof

Loading bay requirements are not applicable to parking garages or public parks.

(7) Open Parking or Loading Areas: Open parking or loading areas must be paved and landscaped and effectively screened to provide an attractive visual appearance. The number of parking spaces provided must be consented to in writing by the Authority.

(8) Storage: The open air storage of materials, equipment or merchandise, other than automobiles unless expressly stated, shall not be permitted in any section of the Project Area.

(9) Uses: The Project Area will be devoted generally to residential, office, general business and marine uses and landscaped open areas. Wholesale business uses on a parcel will be allowed by the Boston Redevelopment Authority only where such uses will not exert a detrimental effect on nearby property and where such uses will not interfere with the achievement of the goals and objectives of the Plan. Specific uses for each parcel are set forth in Section 503. In each case, and unless specifically otherwise provided, designation of a particular use includes all accessory and ancillary uses, customarily or reasonably incident to the use specified or the use on an adjoining parcel. Retail businesses and restaurants are permitted on all parcels unless specifically prohibited by the controls for the parcel. Landscaped open space is permitted as an accessory use on any parcel. Within the purview of this section, the Authority may permit on any parcel such uses as are consistent with the objectives of the Plan.

(10) Other On-Site Improvements: The original construction and appearance of land, buildings and other improvements in all sites of the Project Area shall be maintained in good repair and in clean, sanitary, and attractive condition. Sufficient and suitable refuse and garbage storage and disposal facilities, including structural enclosures, where appropriate, shall be provided and properly maintained.

(11) Utility Easement: Utility easements, as needed, may be granted by the Authority.

(12) Subway Facilities: Provision shall be made for subway tunnels, stations, and access facilities in accordance with the Proposed Land Use Plan and disposition parcels shall be subject to easements and other rights as appropriate in accordance therewith. In addition, developers on each parcel may construct or arrange to have constructed such additional access facilities as they deem desirable.

(13) Subway Easements: Easements for existing subway tunnels shall be maintained, and construction shall proceed so as not to damage or threaten damage to or cause leakage in or impair the structure or support of or interfere in any way with the use of Metropolitan Transit Authority facilities, and any existing above ground facilities must be restored or replaced in a manner acceptable to the Metropolitan Transit Authority.

(14) Provisions for Handicapped People: All new buildings i the project area shall be so designed that persons in wheelchairs can enter and leave and travel about the buildings in a reasonable manner without undue obstructi Appropriate entrances and exits for such persons shall b constructed on all major frontages.

SECTION 503: Specific Land Use and Building Requirements

Land use and building requirements for each disposition parce are set forth in the following Table of Land Use and Building Requirements.

(14) Provisions for Handicapped People: All new buildings in the project area shall be so designed that persons in wheelchairs can enter and leave and travel about the buildings in a reasonable manner without undue obstruction. Appropriate entrances and exits for such persons shall be constructed on all major frontages.

SECTION 503: Specific Land Use and Building Requirements

Land use and building requirements for each disposition parcel are set forth in the following Table of Land Use and Building Requirements.

TABLE OF LAND USE AND BUILDING REQUIREMENTS

Land Use Site Designation	Permitted Uses	Building Requirements: Maximum Bldg. Ht. (in feet)	Maximum Floor Area Ratio	Minimum Parking Spaces	Vehicular Access	Arcades or Ground Floor Setbacks
A-1	General Business	60	3	----	----	----
A-2	Residential	300	8	3 for each 4 dwelling units	----	----
A-3 2/	General Office General Business	125	8	600 1/	Not from Atlantic Avenue	10' in depth along India & Milk Streets & East Frontages
A-4	General Office General Business Transient Housing Institutional	125	6	- 3/	----	10' in depth along frontages facing on the water slip betwe Central & Long Wharv
A-5	General Office 4/	50	5	- 1/	----	10' in depth along Eastern Frontage
A-6 2/	General Office	250	10	- 1/	Not from Atlantic Avenue	10' in depth along Northern, Southern & Eastern Frontages
A-7	General Office General Business Transient Housing Institutional	150	5	- 3/	----	10' in depth along Southern Frontage
A-8	Public Open Space	----	----	----	----	----

1/= No open parking permitted.
2/= No building setback permitted along Atlantic Avenue frontage.
3/= If transient housing is developed, 3 enclosed parking spaces shall be provided for each 4 guest room In addition up to 15 open parking spaces may be provided upon a demonstration of need.
4/= In the event this parcel is not disposed of to the New England Telephone & Telegraph Company for an addition to its existing building, the use shall be public open space.

TABLE OF LAND USE AND BUILDING REQUIREMENTS (continued)

Land Use Site Designation	Permitted Uses	Building Requirements: Maximum Bldg. Ht. (in feet)	Maximum Floor Area Ratio	Minimum Parking Spaces	Vehicular Access	Arcades or Ground Floor Setbacks
B-1 through B-3	Residential General Business	-5/	2	1 for each dwelling unit	----	----
B-4	Marine Marine Accessory 6/	-5/	2	----	----	----
B-5 and C-1	Public Open Space	----	----	----	----	----
C-2	Residential 7/	-5/	2	1 for each dwelling unit	NA 10/	----
D-1	General Business 7/	60	4	200 8/	Not from Atlantic Ave. or Richmond Street	----
D-2 through D-4	General Business	50	3	60 per parcel 9/	Not from Atlantic Avenue	10' in depth along Northern & Southern Frontages
D-5	General Business	50	5	----	Not from Atlantic Avenue	----
D-6	General Office	60	4	-8/	Not from Atlantic Avenue	----

5/= Not to exceed the height which exists, for those buildings to be disposed of for rehabilitation, upo the date the Urban Renewal Plan is approved by the City Council except that the premises at 63 Atlan tic Avenue, designated Parcel 2, Block 83, on the Property Map, may be increased 22 feet above such height.

6/= Residential shall be a permitted alternative or subsidiary use.

7/= Public facilities shall be a permitted alternative or subsidiary use.

8/= No open parking permitted.

9/= No open parking permitted except under the elevated expressway.

10/= Not from Atlantic Avenue as to 63 Atlantic Avenue.

TABLE OF LAND USE AND BUILDING REQUIREMENTS (continued)

Land Use Site Designation	Permitted Uses	Building Requirements: Maximum Bldg. Ht. (in feet)	Maximum Floor Area Ratio	Minimum Parking Spaces	Vehicular Access	Arcades or Ground Floor Setbacks
B-1 through B-3	Residential General Business	-5/	2	1 for each dwelling unit	----	----
B-4	Marine Marine Accessory 6/	-5/	2	----	----	----
B-5 and C-1	Public Open Space	----	----	----	----	----
C-2	Residential 7/	-5/	2	1 for each dwelling unit	NA 10/	----
D-1	General Business 7/	60	4	200 8/	Not from Atlantic Ave. or Richmond Street	----
D-2 through D-4	General Business	50	3	60 per parcel 9/	Not from Atlantic Avenue	10' in depth along Northern & Southern Frontages
D-5	General Business	50	5	----	Not from Atlantic Avenue	----
D-6	General Office	60	4	-8/	Not from Atlantic Avenue	----

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TABLE OF LAND USE AND BUILDING REQUIREMENTS (continued)

Land Use Site Designation	Permitted Uses	Building Requirements: Maximum Bldg. Ht. (in feet)	Maximum Floor Area Ratio	Minimum Parking Spaces	Vehicular Access	Arcades or Ground Floor Setbacks
D-7 and D-8	General Business	-----	-----	25 per parcel	-----	-----
D-9	General Business	10/	10/	11/	-----	-----
D-10	General Office	200	8	11/	-----	10' in depth along State & South Market Street Frontages
E-1 and E-2	General Business	60	6	11/	-----	-----
E-3	Public Open Space	-----	-----	-----	-----	-----
E-4	General Business	10/	10/	11/	-----	-----
E-5 through E-7	Residential General Business	10/	10/	11/	-----	-----
E-8	General Business	60	6	400	-----	-----
E-9	General Business	60	6	11/	-----	-----
E-10	Institutional	60	6	11/	-----	-----

0/= Not to exceed the height nor the floor area which exists, for those buildings to be disposed of for rehabilitation, upon the date the Urban Renewal Plan is approved by the City Council.

1/= No open parking permitted.

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SECTION 504: Historic Faneuil Hall-Blackstone Area

The following blocks constitute an area that has special historical and architectural significance: Blocks 48,49,50,51,52,89,90,91,92, and 99. See Section 204(5) of this Plan for a description of the special importance of this area.

Because of the historical significance of the Faneuil Hall-Blackstone Area, the Authority intends to exercise strict control over the use of land and buildings to make sure that no uses, development, or changes of any sort are made which are detrimental to the area's historic character.

Each building in this area must be so used, and maintained in such condition, that it conforms to the objectives of preserving the area as an active historical block. If any building is to be changed or demolished, the Authority shall be given 60 days' notice in writing of the owner's intent to so change or demolish. Following the receipt of such notice, the Authority may acquire the property for subsequent disposition to a developer willing to undertake rehabilitation activities.

Owners of each building in this block will be invited to submit proposals for the rehabilitation of such building.

Each such proposal shall be submitted to a special review panel set up by the Authority and consisting of eminent architects and historians who shall review such proposals on the basis of studies made and to be made on the preservation of this area and shall make recommendations with respect thereto to the Authority. In determining the appropriateness of such proposals, the Authority will take into consideration the objectives set forth in Section 204(5) of this Plan and the provisions of Chapter 7 of this Plan, together with such historic data as may be appropriate.

Properties in this block not rehabilitated in accordance with proposals approved by the Authority may be acquired by the Authority.

SECTION 504: Historic Faneuil Hall-Blackstone Area

The following blocks constitute an area that has special historical and architectural significance: Blocks 48,49,50,51,52,89,90,91,92, and 99. See Section 204(5) of this Plan for a description of the special importance of this area.

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Properties in this block not rehabilitated in accordance with proposals approved by the Authority may be acquired by the Authority.

SECTION 505: Railroad Operating Restrictions

So long as the Union Freight Railroad Company (hereinafter referred to as the "Company"), its successors, or assigns, operates cars and trains on tracks of the Company within the Project Area, it shall be subject to such regulations as may be promulgated by the City of Boston and approved by the Department of Public Utilities of the Commonwealth of Massachusetts.

SECTION 506: Interpretation

In the event of any question regarding the meaning or construction of any or all of the standards, controls or other provisions of this Plan, the interpretation or construction thereof by the Boston Redevelopment Authority shall be final and binding.

SECTION 507: Duration of Controls

The provisions and requirements established in the Plan shall be maintained and in effect for a period of forty (40) years from the date of the original approval of the Urban Renewal Plan by the Boston City Council, except for Sections 1001 and 1002, which shall remain in effect for a period of one hundred (100) years from said date.

CHAPTER VI: REDEVELOPER'S OBLIGATIONS

SECTION 601: Applicability

The provisions of this chapter shall apply upon disposition by the Boston Redevelopment Authority to all property to be acquired by the Boston Redevelopment Authority within the Project Area and shall be implemented by appropriate covenants and provisions in disposition documents.

SECTION 602: Compliance With Plan

Redevelopment and rehabilitation in the Project Area shall be made subject to the regulations and controls set forth in the Urban Renewal Plan. The purpose of such regulations and controls is to assure that renewal of the Area will conform to the planning and design objectives of the Urban Renewal Plan. It is therefore the obligation of all developers not only to comply with these controls but also to familiarize themselves with the overall Urban Renewal Plan and to prepare development or rehabilitation proposals which are in harmony with the Plan.

SECTION 603: Design Review

All development and rehabilitation proposals and architectural plans will be subject to design review, comment and approval by the Boston Redevelopment Authority prior to land disposition and prior to the commencement of construction.

In order to assure compliance with the specific controls and design objectives set forth in this Plan and as more specifically set forth in disposition documents, the Boston Redevelopment Authority shall establish design review procedures and evaluate the quality and appropriateness of development and rehabilitation proposals with reference to the design objectives and requirements set forth in the Plan and in the disposition documents. The procedures will be instituted so as to provide for a continuing review in order to achieve the best in urban design for the city.

SECTION 604: General Obligations

The Boston Redevelopment Authority shall obligate developers and purchasers of land in the Project Area, and their successors and assigns, by covenants and conditions running with the land or other appropriate means, subject to further provisions made by the Boston Redevelopment Authority for reasonable action in the event of default or noncompliance by such developers and purchasers:

(1) To devote, develop or otherwise use such land only for the purpose and in the manner stated in the Plan and/or in applicable disposition documents and approved architectural developments.

CHAPTER VI: REDEVELOPER'S OBLIGATIONS

SECTION 601: Applicability

The provisions of this chapter shall apply upon disposition by the Boston Redevelopment Authority to all property to be acquired by the Boston Redevelopment Authority within the Project Area and shall be implemented by appropriate covenants and provisions in disposition documents.

SECTION 602: Compliance With Plan

Redevelopment and rehabilitation in the Project Area shall be made subject to the regulations and controls set forth in the Urban Renewal Plan. The purpose of such regulations and controls is to assure that renewal of the Area will conform to the planning and design objectives of the Urban Renewal Plan. It is therefore the obligation of all developers not only to comply with these controls but also to familiarize themselves with the overall Urban Renewal Plan and to prepare development or rehabilitation proposals which are in harmony with the Plan.

SECTION 603: Design Review

All development and rehabilitation proposals and architectural plans will be subject to design review, comment and approval by the Boston Redevelopment Authority prior to land disposition and prior to the commencement of construction.

In order to assure compliance with the specific controls and design objectives set forth in this Plan and as more specifically set forth in disposition documents, the Boston Redevelopment Authority shall establish design review procedures and evaluate the quality and appropriateness of development and rehabilitation proposals with reference to the design objectives and requirements set forth in thi Plan and in the disposition documents. The procedures will be instituted so as to provide for a continuing review in order to achieve the best in urban design for the city.

SECTION 604: General Obligations

The Boston Redevelopment Authority shall obligate developers and purchasers of land in the Project Area, and their successors and assigns, by covenants and conditions running with the land or other appropriate means, subject to further provisions made by the Boston Redevelopment Authority for reasonable action in the event of default or noncompliance by such developers and purchasers:

(1) To devote, develop or otherwise use such land only for the purpose and in the manner stated in the Plan and/or in applicable disposition documents and approved architectural developments.

(2) To comply with such terms and conditions relating to the use and maintenance of such land and improvements thereon as in the opinion of the Authority are necessary to carry out the purpose and objectives of the Plan, of Chapter 121 of the Massachusetts General Laws, as amended, and of Title I of the Housing Act of 1949, as amended.

(3) To commence, execute, and complete construction and improvements in accordance with reasonable time schedules as determined and established by the Authority.

(4) To give preference in the selection of tenants for commercial space built in the Project Area, to the maximum extent practicable, to business firms displaced from the Project Area because of clearance, redevelopment and rehabilitation activities who desire to occupy such space and who will be able to pay rents equal to the rents charged other business firms for similar or comparable space built as part of the same redevelopment.

SECTION 605: Disposition by Developer

The developer shall not dispose of all or part of his interest within the Project Area without the consent of the Boston Redevelopment Authority until the full completion by the developer of all improvements required by and in conformity with the terms and conditions of both the Urban Renewal Plan and the Development Proposal submitted to and approved by the Boston Redevelopment Authority on the basis of this Urban Renewal Plan; provided, however, that all or any part of such interest may be disposed of prior to full completion of such improvements upon written consent of the Boston Redevelopment Authority, which consent shall not be granted except under conditions that will prevent speculation, protect the interest of the Boston Redevelopment Authority and the City of Boston, and effect compliance with and achieve the objectives of Chapter 121 and, if applicable, Chapter 121A of the Massachusetts General Laws, as amended.

CHAPTER VII: REHABILITATION

SECTION 701: Identification

Property not designated for acquisition as shown on Map 1, Property Map, shall be made to conform to the rehabilitation requirements of this Chapter.

SECTION 702: Applicability

All properties and buildings within the Project Area which are not designated for acquisition by the Boston Redevelopment Authority as shown on Map 1, Property Map, are to be maintained at or brought to a level which meets the requirements of this Chapter.

Any property or building which is not maintained at or brought to conformity to said standards may be acquired by the Boston Redevelopment Authority as provided in Chapter IV.

SECTION 703: General Objectives

The basic objectives of rehabilitation activity shall be to secur and maintain all structures and their environment in such a way a (1) to prevent the spread of blight and deterioration, (2) to restore deteriorating areas to sound condition, (3) to improve th quality of individual properties, and (4) to create decent, safe and sanitary structures providing the greatest degree of amenity, convenience, usefulness and livability for the occupants thereof.

SECTION 704: Planning and Design Objectives

(1) Land uses shall be complementary, and shall not adversely affect each other.

(2) Nonconforming uses must not produce crowding, noise, odors, air pollution, glare, heat, vibration, dirt, etc.

(3) Adequate off-street parking and loading facilities shall be provided.

(4) Users shall provide for the control of noxious by-products of their operations.

(5) The physical character of buildings shall be architecturally consistent with buildings in the immediate vicinity in order to eliminate deteriorating or blighting influences, and to achieve an aesthetically pleasing environment.

(6) All open areas shall be attractively landscaped.

(7) Buildings shall be structurally sound.

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(6) All open areas shall be attractively landscaped.

(7) Buildings shall be structurally sound.

(8) The height of buildings shall not be greater than that which exists on the date of the approval of the Urban Renewal Plan by the City Council, unless specific approval is given by the Boston Redevelopment Authority, which approval will be given only upon a finding that an increase in the building height will not have a detrimental effect on nearby properties.

SECTION 705: Health Objectives

Sanitary objectives must be attained in order to eliminate or prevent conditions which cause disease or which are otherwise detrimental to the public health, safety and the general welfare of the community. To achieve this:

(1) All facilities necessary for adequate heat, lighting, plumbing, and general sanitation must be properly installed and maintained in good working condition.

(2) Structural and environmental conditions necessary for the provision of adequate space for occupants, and for healthy living conditions or use must be maintained.

SECTION 706: Safety Objectives

Safety objectives must be achieved to prevent unsafe conditions causing injury to persons or damage to adjacent buildings. To achieve this:

(1) Potential fire hazards must be eliminated.

(2) Unsafe conditions in yards and open spaces must be eliminated.

(3) The exterior and interior of buildings must provide maximum safety.

(4) Satisfactory means of egress must be provided.

SECTION 707: Rehabilitation Standards

All buildings within the project area which are not designated for acquisition by the Boston Redevelopment Authority as shown on Map 1, Property Map, shall be maintained at or made to conform to:

(1) the standards of the "Regulations Establishing Minimum Standards of Fitness for Human Habitation in the City of Boston" made by the Boston Health Department on September 27, 1956, as amended;

(2) the "Building Code of the City of Boston", as amended, and all other laws, ordinances, codes, and regulations governing the provision of dwelling facilities, maintenance and occupancy, and the repair, vacation, securance and/or demolition of unfit structures;

(3) the City of Boston Zoning Regulations, as amended, and all laws ordinances, codes, and regulations governing land use, lot size building bulk, height and area, open space, building setback, off-street parking and loading, subject in all cases to provisions governing nonconforming building and site development as distinct from provisions governing nonconforming land use which are inapplicable and,

(4) all other state and local laws, ordinances, codes and regulations relating to the maintenance, repair, construction, reconstruction, use, operation, and condition of property and buildings provided, however, that deviations from such laws, ordinances, codes and regulations may be granted and approved as provided under Chapter 121A, Massachusetts General Laws (Ter. Ed.), as amended, and as provided under such laws, ordinances, codes and regulations. Failure to set forth herein any provision of any such law, ordinance, code or regulation shall not be deemed to make such provision inapplicable.

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SECTION 708: Additional Requirements - General

(1) Exterior Facades and Roofs

(a) Unfinished facades shall be refaced in a manner which will make them harmonious with the rest of the building.

(b) All nonfunctioning or nonusable mechanical equipment (and housings for same), vents, flues and chimneys, shall be demolished and removed. The only new structure above present roof to be permitted will be housings for mechanical equipment and these must be of a design, detail, size, material and workmanship in harmony with the historical and/or contemporary motifs of the building.

(2) Signs and Advertising

(a) No flashing or animated electrical signs may be used; and

(b) In general, all other controls and restrictions of the Urban Renewal Plan pertaining to fixed signs and advertising apply to the buildings. Exceptions for special heraldic devices and symbols, hanging signs, or mechanical signs may be submitted to and approved by the Boston Redevelopment Authority if these can be shown to relate to the historical traditions of which the building is a symbol. Fixed signs, advertising, and heraldic devices shall be approved on the basis of the entire facade of structures, rather than for individual occupancies.

SECTION 709: Inspection and Notice

The Boston Redevelopment Authority will inspect each and every propert not designated for acquisition as shown on Map 1, Property Map.

Whenever it has been found on inspection that a residential or non-residential property or structure does not meet the objectives, standards, and controls of this Chapter, the Boston Redevelopment Authority shall, within a reasonable period of time after the inspection, give notice of such non-conformance to the owner and to any person or persons other than the owner who may be responsible therefor.

Such notice shall be in writing, addressed to the owner and to any other person or persons required to be notified, at their last known address and shall be sent by certified or registered mail.

Such notice shall state why it is being issued, shall specify the respects in which the property fails to meet the objectives, standards and controls of the Plan and shall specify what work is required to bring the property into compliance. Such notice may also set a proposed schedule for beginning and completing each part of the work, provided that a reasonable time is allowed for the performance of any act required.

If, at the end of such period, satisfactory conformance to the standards and objectives of this Chapter has not been achieved, the Boston Redevelopment Authority may acquire the property, by eminent domain if necessary; provided, however, that the property may be acquired at any time with the consent of the owner.

SECTION 710: Technical Assistance

Technical assistance for rehabilitation will be provided by the Boston Redevelopment Authority for the purpose of developing an awareness and understanding of rehabilitation objectives, standard requirements, and methods; and for the purpose of providing guida in planning, design, construction, financing, and execution of individual rehabilitation activities as necessary to carry out the provisions of the Urban Renewal Plan.

SECTION 711: Property To Be Acquired For Rehabilitation

(1) Property to be acquired by the Boston Redevelopment Authority and disposed of for rehabilitation shall be made subject to the requirements of this Chapter and of Chapter V.

(2) The following table identifies properties to be acquired by t Boston Redevelopment Authority and disposed of for rehabilita tion in accordance with the requirements of this Chapter and Chapter V:

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TABLE OF PROPERTIES TO BE ACQUIRED AND DISPOSED OF FOR REHABILITATION

ADDRESS	BLOCK NO.	PARCEL NO.	RE-USE PARCEL N
14-40 Lewis Wharf	104	1	B-2
52-58 Eastern Avenue	105	2	B-3
1-7 Union Wharf	105	5	B-4
81-85 Atlantic Avenue	84	1	C-2
65-69 Atlantic Avenue	83	1	C-2
126-144 Commercial Street	81	1	C-2
70-124 Commercial Street	80	1 & 11-19	C-2
71-117 Commercial Street	86	1-9	C-2
197-185 State Street	207A	1-3	D-9
4 Commercial Street	101	1	E-1
62 & 61 Chatham Street	101	3 & 4	E-2
17,13 & 7 Merchants Row	100	5,6 & 7	E-4
1-28 & 33-46 No. Market St.	91	21-10 & 7-1	E-5
1-52 South Market Street	99	1-18	E-7
18,24-46 North Street	48	3,5-10	E-9
207-215 Commercial Street & 63 Atlantic Avenue	83	2	C-2

CHAPTER VIII: ZONE DISTRICT CHANGES

SECTION 801: Identification of Changes

Zone district changes shall be as shown on Map 3: Existing and Proposed Zoning Map, submitted herewith as Exhibit C.

In the event that the zoning ordinance upon which the zone district changes are based is not in effect at the time the Urban Renewal Plan is approved by the City Council, comparable ch to the zoning districts then in effect shall be made.

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CHAPTER IX: RELATIONSHIP OF PLAN TO DEFINITE LOCAL OBJECTIVES

SECTION 901: Conformity to General Plan

The Urban Renewal Plan is in conformity with the General Plan for the City of Boston, last established by the Boston City Planning Board. The proposed land uses, project improvements and supporting facilities to be provided are all in accordance with the General Plan proposals for downtown Boston. The Urban Renewal Plan will help to carry out the General Plan proposals for this area of the City. There is also conformity with the Program for Community Improvements since the General Plan and the General Plan for the Central Business District are key elements of that Program.

SECTION 902: Relationship to Definite Local Objectives

(1) Land Use

The Project plans will help achieve the local objectives of providing new and improved office space in downtown Boston and the creation of new residential units available to a wide range of income levels. The office and residential uses in the area will be supported by accessory uses, including retail and service establishments, parking and transient facilities. In addition to the stated objectives directed at the renewal of this important downtown area of the city, the present Urban Renewal Plan will help achieve the local objective of developing the area's potential as a tourist attraction through the improvement of pedestrian access and the linkage of the area to the surrounding sections of the Boston peninsula.

(2) Traffic Improvements

The Plan will enable selective improvement within the overall street system of the Project Area in keeping with traffic and parking requirements for the new improvements within the project and will provide sufficient off-street loading throughout the project. It will thus meet the local objective of reducing congestion, reducing accidents, and providing suitably located parking areas.

(3) Improvement of Public Utilities

The Urban Renewal Plan proposes the relocation, abandonment or replacement, as necessary, of all existing substandard or inadequate underground public utilities with new underground lines adequate in capacity and flow and in conformance with local standards.

(4) Recreation and Community Facilities

The Plan will provide a system of public open spaces within the project which will facilitate pedestrian access and heighten the appeal of the new buildings. This goal has long been an important part of the planning objectives for the area.

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CHAPTER X; ANTI-DISCRIMINATION PROVISIONS

SECTION 1001: Affirmative Covenant

Every agreement, lease, conveyance, or other instrument by which land in the project area is disposed of for uses which may include housing or facilities related to residential uses shall include an affirmative covenant binding on the contractor, lessee, grantee, or other party to such instrument and on the successors in interest to such contractor, lessee, grantee, or other party that there shall be no discrimination upon the basis of race, color, creed, or national origin in the sale, lease, or rental or in the use or occupancy of such land or any improvements erected or to be erected thereon; and the Boston Redevelopment Authority will take all steps necessary to enforce such covenant and will not itself so discriminate.

SECTION 1002: Compliance With Anti-Discrimination Laws

All property and all transactions affecting or respecting the installation, construction, reconstruction, maintenance, rehabilitation, use, development, sale, conveyance, leasing, management or occupancy of real property in the Project Area shall be subject to the applicable provisions of Chapter 151B of the Massachusetts General Laws (Ter. Ed.) as amended, and to all other applicable Federal, State and local laws prohibiting discrimination or segregation by reason of race, creed, color, or national origin.

CHAPTER XI: MODIFICATION AND TERMINATION

SECTION 1101: Modification

The Urban Renewal Plan may be modified at any time by the Bost Redevelopment Authority provided that, if the general requirem controls, or restrictions applicable to any part of the Projec shall be modified after the lease or sale of such part, the mo tion is consented to by the Developer or Developers of such pa their successors and assigns. Where proposed modifications wi substantially or materially alter or change the Plan, the modi tions must be approved by the Boston City Council and the Stat Division of Urban and Industrial Renewal.

SECTION 1102: Termination

This Urban Renewal Plan shall be in full force and effect for period of forty (40) years from the date of approval of the Pl by the City Council of the City of Boston.

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Illustrative Site Plan

Downtown Waterfront
Faneuil Hall Project
Urban Renewal Area
Massachusetts R-77